The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5763 光緒三十四年四月初九號 FRIDAY, MAY 8th, 1908. 五拜禮 號八月五英港香 $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP .....Yen 24,000,000
RESERVE FUNDS ..... " 15,120,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....5% p.a.
" 6 " .....4% "
" 3 " .....3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .....GOLD $3,250,000
ABOUT MEX $7,222,222.
RESERVE FUND .....GOLD $3,250,000
=ABOUT MEX $7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
" 6 " 4 " " " "
" 3 " 3 " " " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [25

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,378,375 (about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 18th November, 1907. [26

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,00
RESERVE FUNDS—
Sterling
£1,500,000 at 2/-=$15,000,000
Silver $13,500,000
=$28,500,000
RESERVE LIABILITY OF PROPRIETORS.$15,000,000

COURT OF DIRECTORS:
Hon. Mr. Henry Keswick, Chairman.
E. Goetz, Esq., Deputy Chairman.
E. G. Barrett, Esq. | E. Shellim, Esq.
G. Friesland, Esq. | R. Shewan, Esq.
A. Fuchs, Esq. | H. A. W. Slade, Esq.
C. S. Gubbay, Esq. | H. E. Tomkins, Esq.
C. R. Lenzmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 23rd April, 1908. [24

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [78

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

JOHN ARMSTRONG,
Manager.
Hongkong, 6th January, 1908. [29

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft } Berlin.
Deutsche Bank } Berlin.
S. Bleichroeder } Berlin.
Berliner Handels-Gesellschaft } Berlin.
Bank fuer Handel und Industrie } Berlin.
Robert Warschauer & Co. } Berlin.
Mendelssohn & Co. } Berlin.
M. A. von Rothschild & Soehne } Frankfurt a/M.
Jacob S. H. Stern } Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [30

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager.
Hongkong, 21st June, 1907. [8

CONNAUGHT HOTEL,
HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.
Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.
FOR TERMS APPLY TO—
THE MANAGER & AGENT

Mails.

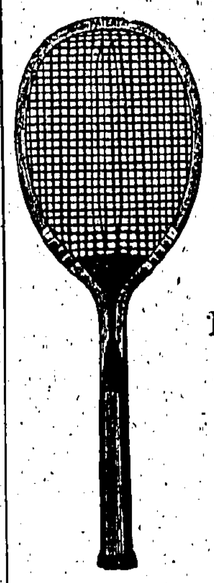
PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMER	TO SAIL ON	REMARKS.
SHANGHAI & HANKOW.....	CEYLON ..... Capt. G. W. Babot.....	About 9th May.	Freight and Passage.
SHANGHAI.....	DELHI ..... Capt. J. D. Andrews, R.N.R.	About 14th May.	Freight and Passage.
LONDON, &c., via usual Ports	OCEANA ..... Capt. W. Hayward, R.N.R.	16th May, Noon.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN ..... Capt. C. T. Denoy, R.N.R.	About 20th May	Freight and Passage.

For Further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 8th May, 1908. [7

Intimations.

LANE, CRAWFORD & CO.
(TELEPHONE 97).



NEW STOCK OF
SLAZENGER'S AND BUSSEY'S
TENNIS RACKETS.
$8.00 to $20.00 each.

TENNIS BALLS.
$10.00 per dozen.

TENNIS NETS & POSTS.
MARKERS NET REGULATORS.
COURT MARKERS.
RANSOME'S
LAWN MOWERS.
TENNIS SHOES.
$6.60, $8.50 and $10.50 per pair.

LANE, CRAWFORD & CO. [88

CHAMPAGNES, HOCKS & MOSELLES,
SHERRIES, BRANDIES,
MARSALAS, GINS,
MADEIRAS, WHISKIES,
PORTS, VERMOUTHS,
CLARETS, BITTERS,
BURGUNDIES, LIQUEURS,
ALES, BEERS & STOUTS.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.
Hongkong, 11th April, 1908. [40

CHAMPAGNE.
G. H. MUMM & CO.
THE MOST POPULAR WINE
Can be had in the following qualities:
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents. [41

KOWLOON HOTEL.

ESTABLISHED 1897. HONGKONG.

The only First-class Establishment in the Peninsula.
Five minutes' walk from the Ferry Wharf.
Entrance Chater and Elgin Road.
Surrounded with Delightful Gardens.
Swept off with Sea-breezes.
Single and Double Bedrooms,
Superiorly Furnished.
Special Terms to families.
Excellent Cuisine.
Every Courtesy Guaranteed.
The Hotel Launch meets all steamers.
Bar, Billiard Room and Bowling Alleys.
Electric Lights and Fans throughout.
Wine Cellar a speciality.

Telegraphic Address: "CHEP."
Telephone No. 84.
O. E. OWEN,
Proprietor. [4

Shipping—Steamers

HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.
On Sundays Special Cheap Excursions as per particulars at foot.
Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.
N.B.—On MONDAY, TUESDAY, and WEDNESDAY, the 11th, 12th and 13th May, there will be no Morning Steamer to Macao or Afternoon Steamer from Macao.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 10th May.
S.S. "HEUNGSHAN"
will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M.
A Military Band will play selections of Music during the trip.
Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6

Hotels.

VICTORIA HOTEL,
(TELEGRAMS—VICTORIA—SHAMEEN), *SHAMEEN, CANTON,*
ON THE BRITISH CONCESSION.
H. HAYNES,
Manager.

MACAO HOTEL,
(TELEGRAMS—FARMER—MACAO).
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel 56.

For Terms, &c., apply to the
MANAGER
Hongkong and Isle 100m [5

KAMAKURA KAIHIN IN HOTEL,
KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—
E. APPEL, Manager.
Hongkong, 14th April. [44

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL-LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, Noon, 20th May.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH" ..... Capt. P. Grosch	About WEDNESDAY, 20th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" ..... Capt. D. Lenz	THURSDAY, 5 P.M., 21st May.
KUDAT and SANDAKAN.....	"BORNEO" ..... Capt. F. Sembill	Middle of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th May, 1908. [8

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
" TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA...	ERNEST SIMONS	...Girard	11th May, afternoon.
MARSEILLES, VIA PORTS	AUSTRALIEN.....	Verron.....	12th May, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA...	TONKIN	Charbonnel...	25th May, afternoon.
MARSEILLES, VIA PORTS	YARRA	Sellier ...	...26th May, 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 8th May, 1908. [14

CHARGEURS REUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALLICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINWANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA TO HONGKONG IN 30 DAYS.
NAPLES " 29 "

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Transpacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND ..... } via VANCOUVER.
PASSENGERS to OVERLAND and EUROPE }
YOKOHAMA—VANCOUVER.....13 DAYS.
" LONDON and PARIS ...20 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALLICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

† AMIRAL MAGOM..... 4th June.
* AMIRAL EXELMANS ..25th July.
‡ OUESSANT .....27th Aug.
‡ MALTE.....12th Oct.
‡ CEYLAN .....26th Nov.
‡ CORSE .....11th Jan.

† No passengers. * Intermediate class and rates of passage.
‡ New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 8th May, 1908. [460

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 26th March, 1908. [17

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	SINGAPORE	First half May	SHANGHAI	First half May
TJIKINI	JAVA	First half May	JAPAN	First half May
TJIMAHI.....	AMOY	First half May	JAVA	First half May
TJILATJAP...	JAVA	Second half May	SHANGHAI	Second half May
TJIPANAS ...	AMOY	Second half May	JAVA	Second half May
TJILIWONG..	JAPAN	Second half May	JAVA	Second half May
TJIBODAS ...	JAVA	First half June	JAPAN	First half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 7th May, 1908. [16

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street.
Canton Agents:—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 28th March, 1908. [71

Intimation.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907 [41

SHIPMASTER'S RESPONSIBILITY.

DUTCH CAPTAIN HEAVILY FINED.

Captain J. van Amstel of the Dutch steamer *Simongan* appeared before Mr. Thunder, the fourth magistrate, at Singapore on 24th ult., on a charge of using his ship for the importation of chandu.

Mr. C. L. Carver prosecuted and Mr. Simpson defended.

Police Sergeant Mussell, attached to the Opium Farm, said that on the arrival of the *Simongan* from Amoy on Saturday evening, he searched the ship for contraband chandu. In the Captain's cabin, he found 29 tins of opium at the back of a drawer. These were wrapped up in a white coat belonging to the Captain and were hidden in a drawer.

The Farm tester said the chandu was valued at $870.

This was the case for the prosecution.

Mr. Simpson said his client would plead guilty to the charge. The Captain and officers of the ship had done everything that was humanly possible to prevent the chandu being put on board. He would ask for as light a fine as possible.

His worship:—Is there any suggestion as to how the chandu got on board?

Mr. Simpson:—Yes. The Captain has a theory which he will tell you.

THE CAPTAIN'S THEORY.

Captain van Amstel then went into the witness box. He said his vessel came direct from Swatow. After leaving that port, the ship was thoroughly searched, and twice more before she arrived at Singapore. He produced his logbook, which contained entries of these searches. Witness was particularly careful because the mate told him several German ships had got into trouble. On arrival here he went ashore. When he returned to the ship, he saw the police sergeant who asked to see his cabin. The opium was found as described. He had not searched the drawer. He suspected his "boy" of putting the opium there, because he had run away and left all his clothes on the ship.

By Mr. Carver:—The "boy" was on the articles of the ship and kept the key of the cabin. The engineer's "boy" handed the key to witness when he returned. This was in the presence of the police sergeant. Opium had previously been found on the ship, and at Shanghai he got locks made for the holds. He had been told by the agent, at St. John's Island, that the *Petchaburi* was fined $3,000. He was also informed that the chandu was found in the Captain's cabin, but he did not believe it. He did not think there was a space at the back of the drawer. The ship was Chinese owned and the owners were in Samarang. On the first occasion the chief officer searched alone.

G. A. Lack, chief officer of the ship, also gave evidence. He corroborated the statement of the Captain. He searched the ship in the presence of the Captain. "I wish to make a statement," said witness. "I have heard that there is chandu in the flag locker."

Mr. Carver said a small quantity was found there.

Mr. Carver:—Don't you suggest that the Opium Farmer put the opium in the Captain's cabin?—No. I don't. One of the crew must have put it there.

Further cross-examined, witness said they did not search his or the Captain's cabins. The entries were all made by him at the same time and with the same pen and ink.

"Then I have nothing further to ask you," said counsel.

A. McIntyre, chief engineer, told of searching the engine room three times.

Mr. Carver:—They don't try any tricks in your engine room?

Witness:—I don't understand you.

They don't put opium there?—N-o-o-o-h!!!

J. Beatty, second officer, said morphine was found in his cabin. He did not see it there when he searched.

Mr. Simpson said he thought that it was clear that every precaution had been taken by the officers. They were not guilty of smuggling. It was their misfortune that the opium was found on board the steamer. He suggested that a small fine would meet the case.

LOG TAMPERED WITH.

Mr. Carver said it was one of the worst cases he had ever known. The log had been tampered with by the officers. He did not believe that any search was made at all. The vessel was owned by Chinese at Samarang and the fact that there was a space of eleven inches at the back of the drawer in the Captain's cabin would prove that it was used for a certain purpose.

His Worship said it seemed to him to be a very bad case. He had no hesitation in saying that the log had been falsified. That made the case worse. He imposed a fine of $4,000 and costs.

A WONDERFUL DISCOVERY.

This is the age of scientific advancement, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of

THERAPION.

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, Malgaigne, the well-known Charatanac, and indeed by all who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famed philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the mere power—if such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the confirmed *roué* in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their protean forms as to leave no taint or trace behind. Such is

"THE NEW FRENCH REMEDY"

THERAPION

which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Therapion may be obtained of the principal chemists and merchants throughout the world.—*Raymond Poulet, Chemist, Rue Vivienne, Paris.*

Sold by all Chemists. 61—A

Public Companies.

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for account of year ending 28th February, 1908, has been declared by the Directors of the above Company. Coupon No. 10 is payable on 1st May at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 1st May, 1908. 461

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5.15 P.M. for the purpose set forth in the notice posted in the Hall of the Club.

By Order,
JAMES CRAIK,
Acting Secretary.

Hongkong, 29th April, 1908. [456

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5.25 P.M. for the purpose set forth in the notice posted in the Hall of the Club.

By Order,
JAMES CRAIK,
Acting Secretary.

Hongkong, 29th April, 1908. [457

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th May, 1908. [474

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "BUELOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 5th of May, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th of May, at 9.30 A.M.

All claims must reach us before the 16th of May, 1908, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 6th May, 1908. [483

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship "INDRASAMHA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 7th May, 1908. [482

Intimation.

Wm. Powell, Ld.,

ALEXANDRA BUILDINGS.

BATHING COSTUMES.

Combinations with Skirt.

NAVY & RED TWILL,

$4.50 to $5.50.

BATHING COSTUMES.

NAVY SERGE

trimmed white,

$4.75 to $11.00.

BATHING COSTUMES.

WM. POWELL, LTD.,

Des Vœux Road, and 28, Queen's Road,

HONGKONG.

Hongkong 6th May, 1908. [48

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 9th May, 1908, at 7.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE

Comprising:—

DOUBLE and SINGLE IRON BEDSTEADS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS with BEVELLED GLASS, SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DOUBLE TEAKWOOD WARDROBES with BEVELLED GLASS, TAPESTRY-COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, TIENTSIN CARPETS and RUGS, COOKING STOVE and UTENSILS, &c., &c.;

ALSO

ONE UPRIGHT IRON GRAND PIANO by The Robinson Piano Co., ONE VICTOR GRAMOPHONE and 38 RECORDS;

AND

ONE AMERICAN BILLIARD TABLE and ACCESSORIES COMPLETE (in Good Order and Condition).

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th May, 1908. [476

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

For account of the Estate of the late Captain GEO. PARKER,

TO-MORROW,

the 9th May, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—

DOUBLE IRON BEDSTEAD and BEDDING, TEAKWOOD WARDROBES with GLASS, SIDEBOARD, LADY'S DESK, &c.;

ALSO

ONE SEXTANT, BINOCULARS, TRAVELLING BAGS and TRUNKS, MANDOLINE and BANJO.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 7th May, 1908. [483

Notices of Firms

HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

DURING my absence from the Colony Mr. R. J. MACGOWAN will Act as SECRETARY.

By Order,

EDWARD OSBORNE, Secretary.

Hongkong, 6th May, 1908. [477

NOTICE.

ON and after the 8th instant, the NEDERLANDSCHE HANDEL-MAATSCHAPPIJ (Netherlands Trading Society) will conduct its business at No. 5, QUEEN'S ROAD CENTRAL (in the offices now occupied by the National Bank of China, Ld.).

J. L. VAN HOUTEN, Agent, Nederlandsche Handel-Maatschappij.

Hongkong, 6th May, 1908. [479

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co. Agents.

Hongkong, 31st July, 1907. [47

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. DARLANE, Manager.

Hongkong, 22nd June, 1906. [61

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.

In Bags of 250 lbs. net $3.35 per Bag ex Factory

SHEWAN TOMES & Co., General Managers.

Hongkong, 28th April, 1908. [52

The "Tiger" Disaster.

"SUICIDAL" COURSE.

JURY PRAISE RESCUE WORK OF THE FLEET.

A vivid account of the naval disaster off St. Catherine's Point was given by officers of the Berwick and the Tiger at an inquest yesterday on the body of the man who died after being rescued, says the *Morning Leader* of 7th April. The only surviving officer of the Tiger, Engineer-Lieut. Vinning, frankly admitted that there must have been an error of judgment as to her course; and Capt. Nicholson, of the Berwick, declared that it was suicidal for a destroyer to run between ships steaming "line-ahead". Capt. Nicholson realised what must be the fate of the Tiger immediately he caught sight of her, and had actually given orders to get the boats out and blow the siren before the collision occurred.

The jury expressed no opinion as to the cause of the collision, but paid a tribute to the fleet for its prompt action to prevent greater loss of life.

DISASTER DESCRIBED.

Portsmouth, April 6.

To what is known of the disaster little was added at the coroner's inquest held on Torpedo-instructor Newman's body at Haslar to-day. But we had for the first time the Berwick's account of the catastrophe.

Her captain, W. C. M. Nicholson, keen-featured, with wind-tanned face, went into the witness chair, and, aided by direct speech and clear-lined diagram, soon conveyed to Mr. Edgar Goble and the jury a sketch of the disaster as viewed from the roof of the chart-house of the colliding cruiser. It was generous in tone, critical as it necessarily became as it proceeded. "Do you think, sir, you are asking me to give evidence that ought to come from the other ship?" he asked once, and intimated by hesitation on another occasion. Still, in almost monosyllabic replies at first, and something approaching speeches when he discovered how interested the jury was, Capt. Nicholson gave, when pieced together, what proved to be a vivid story of the disaster.

JURY'S DISCOMFORT.

Half a dozen shivering individuals, including telegraph messengers, constituted the great British public in the uncomfortable instruction room where the inquiry was held, a juryman's cap wedged in a broken window pane and a reporter's coat stuffed in a hole in the wall to keep out some of the cutting draughts that unclosable windows failed to shield. The coroner at the start had formally complained of the lack of courtesy of the Admiralty in not even supplying him with a draft of the evidence on which the inquiry was to turn, so the discomforts of other people in the room set up a sort of kindred feeling, and following the example of Engineer-Lieut. Vinning, they put on overcoats, and even headgear.

CUT LIKE A RAM.

Capt. Nicholson was first questioned on the construction of his vessel, with her four-inch steel plate coming down to about 11 in. at the stem. "But she would not be capable of giving a more cutting blow," he said, "than other ships, all of which were fitted with a ram until quite recently."

The witness narrated how the six ships of the Home Fleet went out from Spithead last Thursday afternoon, knowing they were to be attacked by the torpedo flotilla somewhere between there and Portland. The destroyers delivered their first attack at quarter-past seven, when it was just drawing to darkness.

He imagined then that the destroyers would have ascertained that the fleet was steaming line ahead; knowledge, which of course should have been of advantage to them an hour later, when the fatal attack occurred. The evidence, however, disagreed with information collected by the newspapers as to the character of the night. In Capt. Nicholson's opinion it was dark, but clear, and without rain, and he declared that at the time of the disaster he could see St. Catherine's light—placed by Navigating-Lieut. Strutt at 18 miles' distance.

"Did the Tiger come into collision with the Berwick, or the Berwick with the Tiger?" asked Mr. Goble, pointedly.

"The two must have met, or there would have been no accident," replied the captain, who, without waiting for the completion of the coroner's supplementary question, added: "I think I might put it that the Berwick rammed the Tiger."

COLLISION INEVITABLE.

Hastily drawing a diagram for the jury as he spoke, Capt. Nicholson explained that while the Berwick was steaming at ten knots he saw the Tiger coming towards him at a very much faster speed than he was travelling—going ahead of the Berwick. He had previously seen a Very light go up, indicating that a destroyer was claiming a hit, and he had seen something (it might have been light escaping from a badly-closed hatchway) that made him suspect that there was a torpedo-boat hovering about; but when the mass "loomed" in the darkness, it was only from 60 to 100 yards from the cruiser. He said to himself, "Good Lord! there is one under our bows," and immediately realised that a collision was inevitable.

"Directly I sighted the destroyer," declared the captain, "I gave the orders:

Stop her!
Blow three blasts on the syren!
Hoist position lights!
Away all boats!

These orders were all given before the actual impact; and the jury wanted information about them. But Capt. Nicholson, not wishing his narrative interrupted, told how the navigating lieutenant asked, "Shall I port?" "Hard at port!" shouted the skipper.

And then the crash came. Capt. Nicholson said he felt the impact distinctly; Lieut. Strutt only slightly.

PRECAUTIONARY ORDERS.

Having explained to the jury that the sounding of the three blasts was an indication to the fleet that he was going astern, and that the signal was made to avoid collision with the Gladiator and cruisers following him, Capt. Nicholson, whose recital of events must have been much longer than their actual happening, continued: "I then said to the navigating officer, 'Stop when the ship is stopped,' explaining that although he had given the precautionary order, 'Away all boats,' it simply meant that they were to be lowered to the water's edge to be loosed when the great cruiser came to a standstill.

The tragedy initiated in the darkness was completed in the darkness. Not a single searchlight was turned on until the Tiger, discovered practically under the Berwick's bows, was cut right in halves. The captain saw the two parts floating past his stern—the bow part of the Tiger stern in the air.

Then the searchlights of the fleet, shrouded during the evolutions, were turned on, boats were lowered, the Forte and several destroyers remained on the scene till daylight. Poor Newman, whose fate had been forgotten during this exciting evidence, was picked up, it transpired, exhausted, and died on the way back to Spithead on the Gladiator.

A "SUICIDAL" ACT.

It was left to a juryman to hit the very point that everybody has wanted to know. When Lieut. Strutt had confirmed his chief's enthralling narrative he was asked through the foreman of the jury if it was usual for torpedo-boats to run between ships steaming line ahead at two cables distance apart (240 yards)?

"I should say it was not," declared the lieutenant emphatically.

Capt. Nicholson jumped to his feet with the remark: "It is so highly dangerous that every officer in command would do his utmost not to do it."

The Foreman: Is it done?—Capt. Nicholson: I dare say there has been a record of a man doing it. It is a suicidal thing to do—you would not give a man an order to blow us his own boat.

Have you ever known it done?—I don't recall to my mind a single instance when the fleet has been under way of a destroyer trying to get between the ships. There may be cases of the destroyers seeking to head off a fleet. But a torpedo is just as effective against one beam as another; it is the reverse when a destroyer passes a ship stem on.

PERHAPS THEY DID NOT KNOW.

There would be no object at all in the Tiger passing through the Fleet lines—and, indeed, Capt. Nicholson objected to the use of the words "trying to pass through the lines," because perhaps, he said sympathetically, "the poor fellows did not know that they were passing in front of the cruiser."

Surgeon Hall, of the Gladiator, having declared that the boat and ship's crews did their best to restore P.O. Newman to consciousness after he had been picked up, Engineer Lieut. Vinning, the sole surviving officer of the ill-fated Tiger, told his story. Nothing went wrong, he declared, with the machinery, and at the time of the collision they were travelling at about 20 knots. Lieut.-Commander Middleton was in charge of the course.

"Was a torpedo fired?" asked the coroner.

"No torpedoes were fired that night; but two or three minutes before the collision we fired a Very light to indicate that we had torpedoed the Prince George. This ship was passing away on our port quarter, when suddenly I caught sight of the ram of the Berwick about 20ft off. It appeared to be coming towards us at about 10 knots. A moment later the ram cut right through the Tiger just in front of me, between the middle and the aft funnel.

"Up to that time all the machinery had worked smoothly and well, and all the orders given by the commander were carried out. After firing the Very light at the Prince George the battleship passed away on the port quarter, and the Tiger advanced to the attack on the Berwick, meeting her as she was coming up."

"MUST HAVE BEEN AN ERROR."

The Coroner: You can give no reason why the course was altered?—No, except that it must have been an error of judgment.

Mr. Vinning, describing the scene at the time of the collision and the rescue operations, expressed every satisfaction at the way the crew had behaved.

The jury found that the cause of the death of Torpedo Instructor Newman was drowning by the sinking of H.M.S. Tiger.

We cannot come to any decision as to the two ships colliding, (added the jury); but we express admiration for the prompt action taken by the fleet at the moment of the accident and our admiration of the coolness and bravery shown by the officers and crew of the Tiger.

Intimations

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1908. [48

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK BY

SIEMSSEN & Co., Agents for HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [55

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of *Anæmia, Debility* and *Convalescence*, to *young women, children* and the *aged*. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

GILDEBOOK MACKAY & Co. & Co., Hongkong. [64

LOST.

ON May 3rd, GOLD SIGNET RING SET with Bloodstone. Finder will be rewarded.

Apply—

Major C. H. GRACE, 105th Mahratta, L.I.

Hongkong, 6th May, 1908. [478

"OLIVER" TYPEWRITER: No 10224.

WILL the owner of this Machine kindly communicate with

"VERTEX," C/o *Hongkong Telegraph*.

Hongkong, 7th May, 1908. [482

A. CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand:—

TRUFFLED SAUSAGE,
BREAKFAST BACON,
CALF'S HEAD & HAM,
PEAS & HAM,
PORC, MUTTON & VEAL CUTLETS,
CHICKEN & HAM,
VEAL & GAME PATES,
MUTTON & CHICKEN CURRY,
ASSORTED SOUPS,
FRENCH JAM & FRUITS IN SYRUP, &c.

Hongkong, 8th May, 1908 [53

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES AND TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET, HONGKONG.

Hongkong, 3rd September, 1907. [56

50 PER CENT LESS.

WE WILL SELL OUR ENTIRE STOCK OF

BICYCLES and ACCESSORIES

at 50 % less than usual prices for one week only, to clear our old stock and make room for our new shops at Nos. 33 & 35, Des Vœux Road.

Begin from TUESDAY, the 3rd MARCH.

Remember we will Remove to our Shops on the 7th inst.

DRAGON CYCLE DEPOT,

33 & 35 DES VŒUX ROAD CENTRAL.

Hongkong, 4th May, 1908. [81

To Let.

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.

Apply to—

HONGKONG AND KOWLOON LAND AND LOAN CO., LD., No. 8, Queen's Road West.

Hongkong, 30th March, 1908. [126

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

No 3, CANTON VILLAS.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1908 [159

TO LET.

CHAMBERS—in—No. 2, WYNDHAM STREET, late Hotel Baltimore, rent moderate.

First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.

ONE ROOM with Verandah and a SMALL ROOM on the Second Floor of No. 8 DES VŒUX ROAD CENTRAL, above our office, suitable for Business Premises or Dwelling.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 6th April, 1908. [257

TO LET.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.

Hongkong, 21st March, 1908. [338

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

THE COMPRADORE DEPARTMENT, Jardine, Matheson & Co., Ltd., Connaught Road Central.

Hongkong, 24th February, 1908. [188

TO LET.

HATHERLEIGH, CONDUIT ROAD.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16B, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th April, 1908. [66

TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.

FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.

Apply to—

PERCY SMITH & SETH.

Hongkong, 16th December, 1907. [72

Dentistry.

DR. M. H. CHAUN,

THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907 [60

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1906 [90

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

OF

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

Per Case - - - $16.50

Watson's

D SHERRY

SUPERIOR PALE DRY.

Per Dozen $19.50

A VERY FINE WINE, POPULAR THROUGHOUT THE FAR EAST.

A. S. WATSON & CO., LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th April, 1908 153

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.

WEEKLY—$13 per annum

The rates per quarter and per mensem, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

DEATH.

Filomena M. Freire e Hyndman, seu esposo e filhos, Floriza Freire (ausente), Francisco V. Freire (ausente), Bellarmina M. Freire e Demes, seu esposo e filho (ausente), Maria T. Freire, com profunda magua participam a todos os seus parentes e pessoas de suas relações, o fallecimento de sua mui extremosa Mãe, Sogra, e Avó, CAPITULINA MARIA FREIRE, que teve lugar no dia 5 do corrente as 5 p.m. em sua casa Rua de São Jose No. 8, Macau—e rogao se lembrem d'ella nas suas orações.

Macau, 6 de maio de 1908. [492

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 8, 1908.

U. S. FLEET AND CHINA.

Manila papers publish a Washington telegram, of the 2nd inst., which advises that it has been decided by a meeting of the Cabinet that it would not be wise at this time for the battleship fleet to visit China. It is feared that the visit would be misinterpreted as an evidence of a disposition on the part of the United States to support China in her controversy with Japan. This conclusion has been reached by the Washington authorities, it is said, after considering some of the reports from Government agents in the Far East, who indicate that such a construction is being placed upon the proposed visit by many of the people of China who are interested by the boycott. That such a conclusion is based upon no grounds of actual fact, those in a position to correctly guage the strength and promptings of the boycott movement will find no difficulty in arriving at the opinion. The agitation originated in Canton altogether apart from extraneous international considerations, and it has been sustained and developed merely by the admirable unity which the wonderful organization of the different guilds has made it possible to secure throughout the length and breadth of the Southern Provinces. Notwithstanding this fact, the surmises entertained by those not so closely in touch with the *modus operandi* of the Self-Government Society in Canton show how the real motives of the Cantonese may be misconstrued when it comes to a criticism of their actions which are of such importance when considered from the commercial and economic standpoint. The *Cablenews-American*, of Manila, considers that if the battleship fleet omits China from its visiting list, as now proposed, it will be in deference to the wishes of Japan; or rather, so as not to offend Japan. It advances the opinion that "China and Japan are enemies. China distrusts Japan's intentions in Manchuria. After the war with Russia the integrity of Manchuria as a part of China was promised by Japan, with the exceptions of Dalny and Port Arthur, which had been Russia's holding for years. Japan took over from Russia as the spoils of war the continuation of the Siberian railway through Manchuria. Meanwhile Japan has built up in Manchuria a Japanese colony. China has watched this jealously for three years and when refused by Japan the right to construct a Chinese railway in Manchuria, China revolted. China failed to understand why in one of her own provinces she could not have at least the same privileges as Japan. On top of this came the affair of the *Tatsu-Maru*. Japanese steamship owners were caught red-handed shipping rifles and cartridges into Macao with the connivance of the Japanese Government. These arms were for rebels against the Chinese Government. China seized the vessel in Chinese waters. Japan made China restore arms and vessel and apologize humbly. Then the merchants of Canton, near which the outrage took place, boycotted Japan. This boycott is hurting Japanese trade seriously. Japan is almost bankrupt. There have been scores of failures of business houses there. A prolonged boycott might ruin Japan. Therefore she has sent her warships along the China coast to show her might and to warn the Chinese that they must trade with her." Upon the foregoing assumptions, the Manila journal concludes that "China looks to America for protection not only against Japan, but against all the land-grabbing nations of Europe. China invited our battleship fleet to visit there to impress the Japanese with the friendship between the United States and China. Japan has evidently succeeded in causing a change of plans. It can hardly injure America either way."

LOCAL AND GENERAL.

A RUMOUR was in circulation throughout the city to-day to the effect that one of the bridges of the Kowloon-Canton Railway had collapsed and that several persons had been killed. On inquiries being made by a representative of this paper we were informed that the rumour had no foundation in fact. It is understood that this story originated with persons who have an animus against the Railway Company, and who have taken this means of airing their grievances.

A CHINESE woman whose name could not be ascertained was removed to the Government Civil Hospital about 1 o'clock yesterday afternoon suffering from severe injuries from which she is not likely to recover. The woman, who lives at 87, Hollywood Road, was engaged in hanging out some linen on the drying poles attached to the verandah, when the stool, upon which she was standing, slipped from under her and she was precipitated to the street—a distance of some thirty feet. She was picked up in an unconscious condition as already stated.

BUBONIC plague in its most virulent form has made its appearance at Hongkong. Twenty-nine cases were reported for last week. The *Manila Times*, of 4th inst., says:—Dr. Heiser, chief quarantine officer of the Philippines, said this morning that Amoy and all China coast cities where no American quarantine officers were stationed would be quarantined against entrance to Manila, the length of quarantine being nine days. Unless vessels arriving from those ports can show proper quarantine papers they will be detained at Mariveles on arrival here. Ports such as Hongkong where American stations are established will not be subjected to quarantine regulations.

IT will be of interest in seafaring circles to know that Captain Connor, long and well known in the East, has returned to Japan and joined the service of the Pacific Mail Company. His record in the East is a varied one. He has commended ships for the Pacific Mail, for the old Mitsu Bishi, and for the Nippon Yusen Kaisha, and afterwards served as Lloyd's Surveyor at Yokohama. Captain Connor, adds the *Japan Gazette*, has had the pleasure of knowing the high appreciation in which he is held, for recently a rumour of his death got abroad and a glowing obituary appeared in Shanghai. His many friends will wish him success in his new sphere, with good health and long life.

THE HOTEL TRAGEDY.

IDENTIFICATION OF THE SUICIDE.

Inquiries made by a *Hongkong Telegraph* reporter to-day relative to the suicide of Mr. F. W. Mackenzie, which took place yesterday afternoon, in the Oriental Hotel, elicited the information that the deceased left two letters addressed to friends or relatives, in which, it is presumed, the motive for his suicide is explained.

The deceased was a man about fifty years of age, well built and well preserved, and had been employed in the Quartermaster's department of the United States, at Iloilo, as log superintendent since 1903. He has been a frequent visitor to Hongkong and was quite well known here. He arrived here by the last Canadian liner from Vancouver, where he had gone for a twelve months' holiday.

LOSS OF THE "MATSUSHIMA."

MANILA'S SYMPATHY.

Baguio, May 3.

The Governor-General, immediately upon receiving word of the loss of the Japanese war vessel *Matsushima*, sent the following telegram to the Japanese consul:

Baguio, May 2, 1908.

His Imperial Japanese Majesty's Consul, Manila.

Have received sad news of loss of *Matsushima*, with her captain and fifty officers and men. Permit me to say that this accident, with its accompanying loss of life and property, has caused all of us profound sorrow and regret. Our sorrow is all the more keen in view of the fact that the captain of the *Matsushima* and those who lost their lives with him, were but lately our guests and during their brief stay had won for themselves the deep regard of everyone with whom they came in contact.—SMITH.

VOLUNTEER HEADQUARTERS ROBBED.

CLEVER CAPTURE BY A POLICEMAN.

While Policeman Glendinning was patrolling his beat last evening in Queen's Road East he discovered a Chinaman making surreptitious movements, which aroused his suspicions. The policeman got into a doorway and watched the Chinaman's actions and found that he was playing a little game of his own. Eventually, after observing the motions of the Chinaman who, unfortunately for himself, came too near the doorway in which the policeman was concealed, was apprehended and taken before the Court this morning. Apparently he was a most aristocratic gentleman as he wore a pair of silk pyjamas under his usual attire and also had in his possession other odds and ends which other people claimed. At the Magistracy, to-day, he was charged with stealing $15 worth of property belonging to Sergeant-Major Higby, and returning from banishment. A marine-store dealer, who resides at Upper Lascar Row, was also arraigned on a charge of receiving stolen property from the first defendant. The coolie was sentenced to four months' hard labour, and the case against the store dealer was discharged.

S.S. "NEIL MACLEOD."

OFFICIAL TRIAL TRIP.

An official trial trip of the recently fitted inter-island steamer *Neil Macleod* was made at Manila on 3rd inst. from the Company Maritima's wharf in the river to Corregidor and back. The party aboard was of an official character, consisting of those personally connected with shipping. Mr. Hubert T. Fox, of Smith, Bell and Company, F. S. Cairns, George Gilchrist, and others were present to test the *Neil's* sea-going speed and this proved eminently satisfactory.

The run to Corregidor was at the rate of eleven miles per hour and the steamer encircled that island, returning again to Manila. Since her overhaul by the Hongkong and Whampoa Dock Co., Ld., she is as good as new and when she takes up the regular run to Cebu, there is no doubt she will make some record trips. Captain Saraluces, late of the Francisco Reyes, will command the *Neil Macleod*.

MANILA is to entertain the officers and sailors of the battleship fleet in handsome manner. That has been determined on by the Merchants' Association. At its meeting on 4th instant special committees were appointed to arrange the plans for the entertainment. At the same time a strong effort will be made to persuade the President to leave the fleet in the Philippines for many weeks. According to the present plans the fleet will stay there but two weeks or so.

AN extraordinary incident is related in a New York paper. Overcome by laughter at a joke by a member of the company at a party she was attending, Mrs Anna Ferrier, a widow, 42 years of age, was unable to stop the laughing paroxysm. She fell to the floor and was lifted back into her chair, gasping for breath, and before the horrified guests realised that anything serious was the matter she was dying. Before a physician who was summoned could reach the house she was dead.

By kind permission of Major R. Le H. Burton and Officers Commanding, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 9th instant:—

March	"The Black Horse"	Hume
Valse	"Tresor D'Amour"	Waldteufel
Selection	"Miss Hook of Holland"	Rubens
Andante	"Melody in F"	Rubinstein
Overture	"The Village Festival"	O'Keefe
Bolero	"Io Sou la Rosa"	Marlani
Selection	"The Merry Widow"	Lehar
	(By request)	
Gavotte	"Eunice"	Perdue
	Regimental Marches.	
	God Bless the Prince of Wales	
	God Save the King.	

CANTON DAY BY DAY.

A NAVAL RETURN.

[*From Our Own Correspondent.*]

Canton, 7th May.

In accordance with instructions received from the Board of War at the Capital the Canton Viceroy has ordered a list of the gunboats, torpedo boats and other war vessels in the Southern Capital to be prepared; it will be forwarded to that Board for information, as preparatory steps are to be taken for the reorganisation of the Chinese Navy.

ROBBERS ARRESTED.

Yesterday morning three men were arrested by the water police as they were leaving one of the steamers which had arrived here from Hongkong. It is alleged that these men committed highway robbery in the interior last year, and then fled to Hongkong for refuge. They have long been wanted by the officials and when they returned to Canton yesterday morning they were detected by a police officer and arrested.

OFFICIAL'S HOUSE BURGLARISED.

On the night of the 6th inst at Tsotai Wong's house, in Lung Tsong street, inside the city, was entered by some robbers and valuable articles worth over three thousand dollars were carried away. Yesterday the Namhoi magistrate personally made an inspection of the house and has sent out detectives to hunt for the robbers.

A STRAITS SETTLEMENTS CASE.

WATCHMAKER ACCUSED OF STEALING A DIAMOND RING.

At the Police Court, this morning, Ng Yau *alias* Ng Yin, a watchmaker, of 58, Queen's Road Central, was arraigned on a charge of being in unlawful possession of a diamond ring, valued at $80, which, the prosecution alleged, had been stolen outside of this Colony, Mr. Otto Kong Sing appeared for the prosecution. It was stated that the accused was at one time employed in a jeweller's establishment in the Straits Settlements. He is alleged to have departed from there with about $2,000 worth of jewellery belonging to his employer—a man named Ng Ah Tak. Arrving in Hongkong, strange to relate, one of the first persons whom he met was Ng Ah Tak, his former employer, who at once recognised a diamond ring which accused was wearing as that corresponding to the one he had lost some days before he left the Straits Settlements. Ng Ah Tak reported the matter to the police and had the accused arrested. The case was brought before Mr. J. H. Kemp, and was remanded for a week.

FIRE IN MANILA.

THE GIRALDA BUILDING DESTROYED.

San Miguel district was visited by fire last evening, reports the *Manila Times* of 2nd inst., when the Giralda building, formerly used as nurses' quarters, No. 370 Calle General Solano, was almost totally destroyed by fire. The building was at one time the Giralda cigar factory, was later known as the Giralda Hotel, was then used by the St. Louis Exposition Board, and since that time and till recently used as quarters for nurses employed at the military hospital.

The alarm of fire was turned in from box No. 71 at the corner of Calles General Solano and Ayala at 7.38 p.m., the Tanduay fire company and the engine from Santa Cruz responding. The flames were confined to the one building although for a time many of the residents in the immediate neighbourhood believed their property was doomed. The police reserve from Sampaloc station was on hand to assist in maintaining order and it was not long after the firemen had two streams playing on the flames that the fire was reported under control.

The cause of the fire seems to be considered a mystery, as the house was not occupied at the time and was in charge of a Filipino caretaker who resides in a wing on the ground floor, while the flames were first discovered issuing from an attic window on the Pasig river side of the house. The building was estimated to be worth P40,000 and the damages will reach close to P30,000 which is fully covered by insurance.

CHINA is moving steadily toward the goal of industrial independence. Her latest effort in that direction is to establish a Government printing office, so that there will be no necessity of drawing upon foreigners for such things as postage stamps, stamp duty certificates, bank notes and other official paper. The American experience with Government printing is not likely to have commended itself to the Chinese, who are a thrifty people, but perhaps they have investigated the matter thoroughly and see ways of effecting savings which we are not disposed to embrace. There is no doubt if they set themselves to it the managers of a governmental printing establishment in China can give points in economy of production to wasteful Americans.—*San Francisco Chronicle.*

THE Chinese General Customs Bureau has issued instructions to Customs houses in all parts of China, reminding them that the importation of copper without Government permission is strictly prohibited; it having been arranged with the Japanese Government that the shipment of copper to China should not be allowed by the Japanese Customs authorities before notification of such shipment has been given to the Chinese Government. Lately the value of copper coins has heavily depreciated in all parts of China, especially in Peking, to the great detriment of the currency system. The state of things is regarded as due to the fact that copper has been freely imported to make counterfeit coins. The Customs authorities are therefore instructed to exercise all their energies in putting a stop to the smuggling of copper.

WATKINS, LIMITED.

ANNUAL REPORT.

The report of the general managers to be presented at the ninth ordinary annual meeting of shareholders to be held at the company's offices, at noon, on Saturday, the 30th May, 1908, is as follows:—

Gentlemen,—We beg to submit to you our report and statement of the accounts of the company for the year ended the 31st December, 1907.

PROFIT AND LOSS ACCOUNT.

The result for the year shows a profit of $13,282.32, to which must be added rents receivable $622.22; banking interest and transfer fees $52.24, making a total of $13,956.78.

This, your general managers find necessary to allocate to meet interest on mortgage and loans $2,539.15; depreciation $1,972.54; reserve for doubtful debts, $1,726.96; building depreciation reserve $2,000, and loss on subsidiary coins and exchange $1,963.55, leaving a balance of $754.58 to carry forward to next account.

AUDITORS.

The accounts have been audited by Messrs. Lowe and Bingham.

CHAN A. FOOK,
G. A. WATKINS,
General Managers.

Hongkong, 11th March, 1908

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER, 1907.

To Mortgage interest		$1,400.00
„ Interest on loan and overdrafts		1,139.15
Depreciation:—		
Shop fittings and furniture at 15%	$1,710.46	
Stock in trade	2,262.08	
		3,972.54
To Reserve for doubtful debts		1,726.96
„ Building depreciation reserve		2,000.00
„ Loss on subsidiary coinage	1,393.55	
„ Loss on sterling exchange	1,570.00	
		2,963.55
„ Balance carried to next account		754.58
		$13,956.78
By Balance of working account		$13,282.32
„ Rent Receivable		622.22
„ Bank interest and transfer fees		52.24
		$ 13,956.78

BALANCE SHEET AT 31ST DECEMBER, 1907.

Liabilities.

Capital:—		
10,000 shares of $10 each, fully paid		$100,000.00
Creditors:—		
Loans payable	$ 2,000.00	
Trade creditors		
Acceptances	7,999.68	
Open accounts	4,227.04	
Unclaimed dividends	466.10	
		14,692.82
Building Depreciation Reserve Account:—		
As per balance sheet 31st December, 1906	$ 3,000.00	
Amount transferred from 1907 profit	2,000.00	
		15,000.00
Reserve for Doubtful Debts:		
As per balance sheet 31st December, 1906	$ 3,252.76	
Transferred from 1907 profits	1,726.96	
	$ 4,979.72	
Add:		
Recoveries in 1907 less bad debts written off	20.28	
		5,000.00
Profit and loss account		754.58
		$135,447.40

Assets.

Building:—		
As per last balance sheet 31st December, 1906 (see reserve per contra)	$26,909.24	
Additions and improvements during year	300.00	
	$	27,209.24
Furniture and Fittings:—		
As per balance sheet at 31st Dec., 1906	11,403.09	
Less depreciation at 15 per cent.	1,710.46	
	9,692.63	
Additions during the year	32.55	
		9,725.18
Aerated Water Plant:—		
As per balance sheet 31st December, 1906	$	5,166.90
Stock on Hand: (sterling exchange 1/9 3/4)	$66,357.51	
Less depreciation written off 1906 Profits 3,737.92		
Less depreciation written off 1907 Profits 2,262.08		
	6,000.00	
		60,357.51
Debtors:		
Trade	$26,966.37	
Sundries	2,601.04	
		29,567.41
Unexpired fire insurance and licences		1,105.17
Cash:		
Russo-Chinese Bank	$1,601.31	
Hongkong & Shanghai Banking Corporation	45.10	
In hand	729.58	
		2,375.99
		$135,447.40

A STRANGE dispute has arisen at Yokohama concerning the ownership of a foreign dog. It is alleged, according to the *Japan Gazette*, that about a week ago Mr. E. H. Tuska received a male dog from one of his friends at Kobe. The momban was looking after it under his employer's instructions. On the morning of the 20th ult., a certain Frenchman came privately and took away the dog. At the police station, the Frenchman denied the statement of the momban, insisting that the dog had been sent to him from Austria. The dispute remains settled, on the ground that no reliable evidence can be produced by either party.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

ANTI-OPIUM CAMPAIGN.

DRASTIC REGULATIONS FOR THE ARMY.

[*By courtesy of the "Sheung Po."*]

Peking, 7th May.

H.E. Tit Liang, president of the Ministry of War, has drawn up a set of anti-opium regulations for the Army.

One of these regulations provides that any soldier found guilty of opium smoking shall be punishable by death.

VICEROY CHANG'S TOUR.

KWEILIN NOT VISITED.

[*By courtesy of the "Sheung Po."*]

Peking, 7th May.

A telegraphic despatch has been received from H.E. Chang Jen-chun, of Canton, in which His Excellency states that, after a tour of inspection on the East, West, and North Rivers, he returned to Canton without visiting Kwellin, the capital of Kwangsi.

CONSTITUTIONAL GOVERNMENT.

DISCUSSION POSTPONED.

[*By courtesy of the "Sheung Po."*]

Peking, 7th May.

Yesterday a meeting of the Grand Council was held to discuss the question of a Parliament for China.

It was decided to postpone consideration of the question for three years on the ground that the people are not yet sufficiently educated to an appreciation of Constitutional Government.

THE EMPEROR'S ILLNESS.

UNABLE TO ATTEND CEREMONIALS.

[*By courtesy of the "Sheung Po."*]

Peking, 7th May.

The Emperor has not yet recovered from his recent illness.

His Majesty has instructed His Highness Prince Chun to act for him on the occasion of the sacrificial worship on the 10th inst.

INLAND NAVIGATION.

FRENCH REQUEST REFUSED.

[*By courtesy of the "Sheung Po."*]

Peking, 7th May.

The French Minister at Peking has preferred a request to the Waiwupu for permission to run steamers to a place called Cham-chow, in Kwangsi.

The Waiwupu strenuously opposes the granting of the request.

[*Reuter's.*]

Commercial Depression.

London, 6th May.

Owing to the commercial depression, 200 stockbrokers are not renewing their membership of the London Stock Exchange.

The Tour of the Kaiser.

The Kaiser has arrived at Pola from Corfu.

Great Britain and Siam.

Sir Edward Grey in the House of Commons said that a modification of the status of Britishers in Siam, with provisions to safeguard their interests, forms a part of the proposals under consideration between the two countries.

AFFRAY AT YAU-MA-TI.

DEBTOR ATTEMPTS TO PAY HIS BILL WITH A KNIFE.

An unusual way of paying a debt was discovered at Yau-ma-ti yesterday. A shop coolie—by name Cheung Cheong of 191, Station Street, Mongkok—went up to 288, MacDonnell Road with the object of finding a man named Un Lau. He found the man right enough and he also found that the man refused to pay. After remonstrating with the debtor upon the evils of those who fail to pay their debts, he prepared to depart with an injunction which apparently was not accepted. If we say it took the nature of a threat we might not be going beyond the bounds of possibility.

At all events the Chinaman who was the alleged debtor found for himself a new and speedy method of getting rid of the unwelcome attentions of Cheung Cheong. Grabbing up a knife, he is alleged to have made a lunge at the aforesaid and stabbed him in the thigh. The creditor reported the matter to the Yau-ma-tei Police Station and Inspector McHardy had him removed to the hospital while his alleged assailant was taken in custody. He was charged at the Police Court this morning with unlawfully and causing bodily harm. The case was remanded for a week when the complainant is expected to leave the hospital.

THE JAPANESE BOYCOTT.

BANK NOTES AND YENS REJECTED.

[From Our Own Correspondent.]

Canton, 7th May.

Following the example set by the money-changers in Hongkong, those in Canton have now started to boycott Japanese bank-notes and clean yens. At the same time the money-changers here are of the opinion to encourage the circulation o the one-dollar silver pieces recently issued by the Canton Mint as well as the subsidiary coins that have accumulated in the market to a considerable quantity.

ACTION OF THE JAPANESE G VERNMENT.

The *Japan Chronicle* of 1st inst. says: We learn from a Tokyo message to the *Asahi* that the Japanese Government appears to have at last resolved to take action in regard to the Chinese boycott. The Government, having perceived that the protests of the Consul and the official representations of the Government to the Chinese authorities appear only to offend the people in South China and are fruitless, has issued private instructions to the Governors of Hyogo, Kanagawa, and Nagasaki, suggesting that they utilise the influence of Chinese merchants in Yokohama, Kobe, and Nagasaki with a view to bringing the boycott to an end. On the other hand, the Government has been advising Japanese merchants engaged in trade with China to be cool and indifferent so far as their outward aspect is concerned. The dispatch adds that a certain wealthy merchant who is regarded as the chief of the Kwangtung Chinese in Japan, helped Liang Chie-chow, a well-known leader of the Chinese Revolutionists, while he was taking refuge in Japan, and is most intimately acquainted with the leaders of the movement. It is thought that if certain Chinese are sent to South China to explain that the Chinese merchants themselves will suffer from the boycott and to reconcile the merchants with the revolutionists associated with Liang Chie-chow (who are assisting in stirring up the movement in Hongkong and Kwangtung), a very satisfactory result may be obtained. This plan, however, seems to be difficult to put into operation. (We should think it was.) It is pointed out that Woo Ching-don and Mak Sui-Pan, prominent Chinese merchants of Kobe, since they became naturalised as Japanese subjects, have contributed large sums on several occasions in aid of charity and other Japanese public funds, both during and after the war, and yet—unlike other Japanese they have received no decoration in recognition of their services. This indifference is said to have given offence to many of the leading Chinese merchants, who, adds the correspondent, cannot be expected to prove themselves very active now in view of the indifference with which their former efforts on behalf of Japan were regarded.

JAPANESE PRESS COMMENT.

30th April.

Some sections of the Japanese Press would appear to have begun to take alarm at the persistency with which the Chinese are pushing forward the boycott movement against Japanese goods, and the rapidity with which the agitation is spreading in China. The *Jiji Shimpo* says that the boycott has not only adversely affected the sale to China of marine produce, cotton, and other goods, but the Japanese ships trading to China are also suffering more or less from the effect. That those who lose most from the boycott must be the Chinese people themselves and that the movement will have spent its force in due course if left alone is the opinion held by thoughtful men. It is, however, rather surprising, says the *Jiji*, to hear that the feeling against Japan is being secretly stirred up by some Europeans and Americans for their selfish ends. According to intelligence from Canton the boycott was first started by the Canton Self-Help Society, and it has been enthusiastically aided by the Chinese naval officers who took part in the *Tatsu Maru* episode. The movement also seems to be encouraged by some Western merchants in China who are endeavouring to extend the market for their goods by taking advantage of the incident. It is not difficult to imagine that the local authorities at Canton are not particularly active in their efforts to suppress the boycott, though outwardly so acting under instructions from Peking. It is one of the special traits of the Chinese people to form a strong combination for the accomplishment of a declared object. This characteristic, if judiciously made use of, might develop into such a useful institution as local self-government, which should form the basis of a representative system of government. At the same time it harbours germs of disturbances and rebellions which are apt to break out at the slightest provocation. The frequent rise and fall of the reigning government, with instances of which Chinese history abounds, and rebellions and riots which occur in China from time to time, must be attributed to the fact that the weakness of the people is taken advantage of by unscrupulous men for the attainment of their selfish aims.

If the Chinese Government leaves severely alone a movement like the present boycott and its secret instigation on the part of subordinate officials it will be tantamount to conniving at the breeding of dangerous elements which some day might be turned against the Chinese Government itself. Such being the case, it is advisable that the Chinese authorities, for the sake of their own safety if for no other reason, should put its foot vigorously down and suppress a most ill-advised undertaking in which no one would be a greater sufferer than China herself. With regard to the rumour that Western merchants are actively interested in the prosecution of the crusade against Japanese goods, there may be no ground for such an assertion. The Japanese were accused of a similar charge when the boycott against America was in progress. Even though the report may be more or less true there can be nothing to object to in foreigners trying to extend the sale of their goods by utilising any opportunity that may present itself, so long as their methods are fair and above board. The European and American merchants, who are, as a rule, men of clear foresight and common-sense, are not likely to have recourse to such underhand practices as are laid at their door for the furtherance of their interests.

ALLEGATION AGAINST THE BRITISH PRESS.

The *Mai-nichi Dempo* also discusses this all-absorbing subject. Despite the alleged efforts of the Chinese Government to check the movement and the optimistic views of the Japanese Foreign Office, says this journal, there is no denying the fact that the boycott is spreading like wildfire. It is stated that the Viceroy of Canton, while outwardly professing to be anxious to check the spread of the boycott, is merely taking some means to that end as a matter of form, thus in reality countenancing the movement. It is further said that the boycott is backed up and instigated by some interested parties and that "all the English papers in Canton" (*sic*) are writing in a manner very injurious to Japanese interests. The fact, remarks the Tokyo journal, that amongst the parties who are supposed to be supporting the boycott there are English men is most regrettable. The Japanese Government ought to institute inquiries, and if the allegation is well founded should make a representation to the British Government with a view to averting any unpleasantness that may thereby be occasioned between Japan and England.

A Peking message to the *Asahi* states that the majority of foreign representatives in Peking, seeing that their countries have common interests in the matter, show a disposition to do so that Japan will take determined action in the matter of the boycott, contrary to the irresolute attitude (*sic*) taken by the U.S. Government against the recent boycott of American goods.

We learn from a Tokyo message that Chinese merchants in Yokohama are much distressed in consequence of the boycott and they have been holding meetings to discuss measures for the relief of the situation. It is said that they have vainly appealed to their Consul for assistance, though what he could do it is difficult to see. They are also said to have appealed to their customers at home, only to be told that they were placed in a similarly distressing position, having been forced to join the agitation. Nothing could be done but wait with patience. This dispatch adds that Japanese goods are saleable, but customers in China will not accept goods if drafts are not drawn on shipment. Such a course is impossible for Chinese merchants in Yokohama, and they are said to be now reduced to a very critical position.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the principal scores in the competitions during April, 1908:—

"MAY CUPS."

"A" Class.

W. J. I. Gast	32+	3=35
A. Jenkins	34 scr.	=34
J. C. Gow	32 scr.	=32
E. S. Carruthers	30+	1=31
A. W. J. Watt	28+	2=30

"B" Class.

J. C. Peter	30+	4=34
W. L. Leask	29+	4=33
H. G. White	27+	6=33
W. H. T. Davis	28+	4=32
A. Blowey	26+	6=32

"C" Class.

J. Hutchings	32+	3=35
L. Gibbs	26+	9=35

"DOUGLAS CUP."

F. S. Carruthers	58+	2=60
A. Blowey	43+	12=55
A. R. Lowe	21+	24=45

"POOL COMPETITIONS."

During April, 1908, pools have been won by:—

L. Hutchings	38+	18=56
W. J. J. Gast	32+	3=35
E. G Jordan	29+	16=45

On Saturday, and Sunday, the 9th and 10th instant, the May Cups will be shot for, at 500 yards, King's Park Range, instead of 200 yards as circularized.

Over Seas Inter-Colonial Empire Day Rifle Competition.

Saturday, 23rd May, 2 to 5.30, 200 yards, 500 yards and 600 yards King's Park Range.

Empire Day "Over Seas Daily Mail" Competition.

The above competition will take place on Saturday, the 23rd May, at King's Park Range, under the following conditions.

1.—Seven shots and one sighter at 200, 500 and 600 yards, any position head to target.

2.—Team to consist of those *bond fide* members of the Association making the best eight aggregate scores on the day fixed.

3.—Bisley rules, 1908, to govern the competition.

It is earnestly hoped that as many members as possible will attend, especially those capable of scoring 30 and upwards at either range. Shooting at 200 yards range will commence at p.m, and cease at 3 p.m., when competitors will retire to 500 yards range. Ammunition will be available for purchase on the ground as usual.

Should the weather not permit this competition on 23rd May it will be shot on Monday, 25th May, commencing at 2 p.m.

The Over-Seas Daily Mail will present a Fifty Guinea Challenge Cup to the winning team and medals to members of the first five teams.

POOL.

There will be a Pool Competition on each of the above dates.

Members are reminded that cash must be paid on the range for ammunition and cards and in no circumstances can credit be given. Hongkong currency only will be accepted.

VICE-CHAIRMAN.

At a meeting of the committee held on 8th April, 1908, W. H. Trenchard Davis, Esq., was elected vice-chairman.

EMPIRE DAY SHOOT.

Messrs. E. S. Carruthers and J. C. Gow have been appointed Sub-Committee to arrange for the "Over Seas Daily Mail" Inter-Colonial Empire Day Rifle Competition.

JAPANESE SHIPPING SUBSIDIES.

Referring to the extent of the Government protection given to the shipping business in Japan at the present time, the Tokyo *Nichi-Nichi* observes that the policy of protection or encouragement for shipping pursued by the various countries in the world may be divided into six sections—mail subsidy, subsidy for naval service, tonnage, shipbuilding, navigation encouragement, and military transport. The method now adopted by Japan is almost identical with the policy followed by France and Italy, allowing subsidies for the transport of mails, extension of steam services, and shipbuilding and navigation encouragement. The total estimate of the shipbuilding subsidies to be granted in Japan for the present fiscal year, as included in the Budget, amounts to Y13,190,695 (including Y800,000 to be granted by the Formosan Government). Of the subsidies for steam service extension and steam navigation and shipbuilding encouragement, the Nippon Yusen Kaisha takes about Y7,000,000 (including a subsidy to the Formosan line, and the services under contract with the Hokkaido Government), the Toyo Kisen Kaisha about Y1,762,000, and the Osaka Shosen Kaisha about Y700,000 (including the Formosan line and the Japan Sea service). Details of the building subsidies, which are estimated at Y13,190,695 in all for the present fiscal year, are as follows, the steam navigation details being given in round figures:—

I.—STEAM SERVICE EXTENSION SUBSIDIES (Y7,476,300).

1.—Nippon Yusen Kaisha	Y4 283,707
2.—Toyo Kisen Kaisha	1,013,880
3.—Indo-China S.S. Co	80,000
Osaka Shosen Kaisha	491,000
4.—Osaka Shosen Kaisha, Awa Kyodo S.S. Co., and Mr. Marada Jujiro for calling at certain ports	50,000
5.—Nippon Yusen Kaisha, and eight others for services under contracts with local governments	247,713
6.—Nippon Yusen Kaisha and Osaka Shosen Kaisha for Formosan services	800,000

II.—STEAM NAVIGATION ENCOURAGEMENT SUBSIDY (Y3,483,955).

1.—Nippon Yusen Kaisha	Y2,200,000
2.—Toyo Kisen Kaisha	750,000
3 Mitsui Bussan	230,000
4.—Osaka Shosen Kaisha	200,000
5.—Mitsu Bishi	100,000

III.—SHIPBUILDING ENCOURAGEMENT. (Y1,995,440).

The receivers of this subsidy are the Mitsu Bishi Yard at Nagasaki, the Kawasaki Yard at Kobe, and the Osaka Iron Works, but the estimate for this purpose every year falls short of the amount required.

IV.—GRANT FOR TRAINING SEAMEN. (Y25,000).

1.—Grant to the Seamen's Relief Society	Y5,000
2.—Grant to the Imperial Sea Distress Assistance Society	20,000

In this connection it may be added that according to the Japanese Press, during last year one battleship, two armoured cruisers, and one second class cruiser were launched at the Imperial Naval Yards, and one dispatch-boat each at the Mitsu Bishi and Kawasaki Yards. The Mitsu Bishi Yard has in hand orders for the construction of vessels representing 80,000 tons in all, including a sister-ship of the "Tenyo" and "Chiyo," and the Kawasaki Yard orders for vessels representing a total of 35,000 tons. The number of vessels built in Japan during last year is given as follows—

	No. of Vessels.	Tonage.
Imperial Naval Yards	4	53,100
Mitsu Bishi Yard	6	37,698
Kawasaki Yard	13	17,417
Osaka Iron Works	17	6,729
Ishikawajima Yard	6	1,33
Uraga Yard	2	89
Others	100	11,355

—*Japan Chronicle.*

FRANCO-BRITISH COMMERCE.

FORTHCOMING DEMONSTRATION IN PARIS.

Paris, April 3.

A potential ambassador to France is evidently Mr. Walter Behrens, the President of the British Chamber of Commerce. A banquet of exceptional importance, having been arranged for to-morrow week at the Hôtel Majestic—a vast caravanserai recently erected, and occupying the site of the residence of the late Queen Isabella of Spain—Mr. Behrens (a power in organization) has drawn up lists for the approval of the Elysée, and has carried through a series of fêtes, which will secure the co-operation of the principal Ministers of France. At the banquet, of which I have spoken, Mr. Lloyd-George will be present, as well as M. Clemenceau, the Premier and Minister of the Interior; M. Pichon, of the Quai d'Orsay; M. Caillaux, Minister of Finance; and Maitre Cruppi, at the head of the Department of Commerce. It is not often that a single banquet unites five "gros bonnets" of Cabinet rank. There will also be present Sir William Holland, as representing the united Chambers of Commerce of England; Mr. Henniker Heaton, so well-known for his zeal for postal reform; and Sir Joseph Lawrence, one of the Manchester Ship Canal, and a collaborator with Mr. Lloyd-George, though sitting on a different side of the House, in the Patents Bill.

FETING MR. LLOYD-GEORGE.

As I telegraphed to you to-day, the President of the Republic has placed his box at the Opera at the disposition of Mr. Lloyd-George for the night of Friday, the day of his arrival in Paris and on the following day, entertains him at lunch at the Elysée, together with a small company of representative Englishmen in Paris. In the evening the banquet takes place, at which the Minister for the British Board of Trade is expected to make an important speech on Commercial matters. [illegible]

To-day's Advertisements.

WANTED.

A PORTUGUESE CLERK with a good knowledge of Bookkeeping and Accounts for a British firm in Taipeh, Formosa. Apply to A.I., stating salary required and previous experience.

Hongkong, 8th May, 1908. [485

NOTICE.

MR. P. NALIN has been appointed ACTING AGENT for Messageries Maritimes and Chargeurs Réunis during my absence from the Colony.

J. MILLET.

Hongkong, 8th May, 1908. [489

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th May, 1908. [49

tinguished guest and his confreres of the French Government will lunch together at the Ministry of Commerce, and, in the evening, there will be a dinner, followed by a reception, at Mr. Behrens' house in the Champs Elysées. On the morrow the British party, much fatigued, no doubt, with continuous feasting, will take train for London. Not the least of the qualifications for Ministerial office in France or England is a cast-iron constitution the ability to stand the racket of several days' uninterrupted banqueting. Some optimist members of the Chamber hoped for the presence of the Prince of Wales at one or other of these fêtes, but his Royal Highness is here purely in a private capacity, and is declining all engagements of an official character, save those tendered by the President of the Republic.

PARIS-LONDON RETURN £1.

Artistic posters of a sort to do credit to British printing, and advertising the Franco-Exhibition, are making a sparse and fearful appearance in different parts of the city. The most interesting feature of this end of the enterprise is the attempt of the South Eastern Railway to attract French working people to London. Special tickets, available for one or two days, are being issued during the period of the Exhibition. Third class, there and back, only costs 25 francs (£1). First class is 56 francs 25 centimes (£2 5s.) and second class 34 francs. 25 (£1 7s. 6d.). This category of ticket is available for week-ends and by the night service arriving in London at 5.40 a.m. A fortnight can be spent across Channel for a fare of 72 francs 85, 45 francs 85, and 37 francs 50, for the three classes, respectively. The sovereign return ticket is the cheapest thing yet attempted in trans-Channel passenger traffic, and, no doubt, will meet with a large response from Jacques Bonhomme, "ouvrier," and his wife and family.

WHAT PRICE THE HOTEL?

An enterprise of this kind is admirable in an economic and political sense. For the first time, the French working classes will rub shoulders with their British brethren. The great difficulty, however, is the hotel accommodation for the vast crowd of humble and honest foreign workers who may be expected to visit the British metropolis. The "pension" system has not yet been grafted on the British hotel, and the tourist of limited means is left in doubt as to what he will be expected to pay for his board and lodging. If the cheap hotels in London wish to do business with a French "clientele" they must arrange an inclusive tariff, as is done in all the houses of public entertainment here, even those of the highest prices. The visitor of slender means wishing to limit his expenditure to half a sovereign or 12s. a day—a price at which he could obtain good accommodation on the Continent—has no guarantee that his hotel bill will be kept within such modest measure. This is clearly a fault that will have to be remedied without delay.

ART AND DIVIDENDS.

The Odéon, or rather its director, M. André Antoine, has been passing through troublous times. He has outrun the constable in his desire to produce new plays, regardless of cost, and has had to wind up the Odéon company and start afresh. Happily, he has found the necessary backers amongst patrons of theatrical art, so that there is no immediate danger of his directorship coming to an untimely end. In two years he has managed to spend £80,000 on theatrical productions, which is a quite respectable amount for the unfashionable side of the river. M. Antoine probably regrets the day when he left his comfortable little theatre on the Boulevard Sébastopol and, with it, a handsome and safe income. It is difficult to galvanise such an institution as the Odéon, so far removed from the centre of things, into life, and, of course, the pecuniary question has greatly added to the burden of the undertaking.

Paris seems the home of meteoric and fantastic success in speculation. There is a curious similarity between the Affaire Rochette of the Franco-Spanish millions, and l'Affaire Lemoine, of the manufactured diamonds. The latter is at liberty to-day—at least provisionally—after four months' detention; the former is still held fast by the manacles of the law, but his release on bail is by no means improbable. Both men sprang almost suddenly into financial prominence. Lemoine was a canvasser for an advertisement agency before he turned inventor and produced diamonds at will from his crucible, to the sore mystification of Sir Julius Wernher. Rochette, a few years ago, wore the black apron of a café-waiter, and before that served as a thumb's messenger boy. He studied book-keeping, found capitalists to launch him, and started a bank and mining companies. Notwithstanding the charges of falsification against him, there are many to hold him guiltless, or at least to believe in the fortunes of his star. These people clamour for his release, in the interests of the undertakings in which they are investors—surely a piquant situation!—*Pall Mall Gazette.*

To-day's Advertisements.

HONGKONG HOTEL.

—MENU.—

SATURDAY, 9th May, 1908.

DINNER.

Hors D'Œuvres.
Eggs a la Russe.

Soup.
Consomme Royal.

Fish.
Boiled Fish and Parsley Sauce.

Entrees.
Lamb Cutlets and Green Peas.
Fricandeau of Veal.
Shrimp Patties.

Curry.
Paree.

Joints, &c.
Roast Ribs of Beef and Horseradish.
Roast Capon and Bread Sauce.
Boiled Calf's Head and Piquante Sauce.
Cold Game Pie and Beetroot Salad.

Sweets.
Macaroni Pudding.
Strawberry Ice Cream and Finger Cakes.
Tipsy Cake.
Scotch Woodcock.

Dessert.
Coffee. Fruits. [488

CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LD.

A LADY OPERATOR is required for Kowloon Exchange. Must reside in Kowloon and be able to speak English and Chinese.

Apply personally at the Company's Hongkong Office in Duddell Street, between the hours of 10 and 11 A.M.

Hongkong, 8th May, 1908. [486

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY,

the 15th May, 1908, at 5 P.M., at their Sales Rooms, No. 8, Des Vœux Road Central, corner of Ice House Street,

A Fine and Valuable Collection of POSTAGE STAMPS, in lots to suit purchasers.

(Particulars from Catalogue).

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th May, 1908. [487

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above Ports, on TUESDAY, the 12th instant, at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 8th May, 1908. [491

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after, which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 8th May, 1908. [7

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANDIA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 6th May, 1908. [7

Intimations.

THE ROBINSON PIANO Co., LIMITED.

A number of Pianos Returned for Hire at Reduced Prices

NEW SUPPLY OF

TALKING MACHINES

ON

EASY PAYMENT SYSTEM.

Large Selection of

RECORDS.

FURTHER SUPPLY OF THE

"MERRY WIDOW"

Waltz for Piano Solo.

NOW ON HAND.

Hongkong, 7th May, 1908 [35

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 9.30 a.m. ...Every 10 minutes
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon ...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes
5.00 p.m. to 6.00 p.m. ...Every 10 minutes
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS

Extra cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907. [57

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1908. [4

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration).*

Steamships	Tons	Leave Hongkong	Arrive Vancouver
"GLENFARG"*	3,700	WEDNESDAY, May 20th	June 18th
"EMPRESS OF CHINA"	6,000	THURSDAY, June 4th	June 22nd
"EMPRESS OF INDIA"	6,000	SATURDAY, June 13th	July 4th
"LENNOX"*	3,700	THURSDAY, June 18th	July 17th
"EMPRESS OF JAPAN"	6,000	SATURDAY, July 4th	July 25th
"MONTEAGLE"	6,163	SATURDAY, July 11th	Aug. 4th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPRESS" steamships depart from Hongkong at 4 P.M., S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class .....*via* St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways...*via* St. Lawrence £40. *Via* New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China,
Hongkong, 5th May, 1908. *Corner Pedder Street and Praya.* [15

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamships		On
TIENTSIN	*CHIPSHING**	...	MONDAY, 11th May, Noon.
SHANGHAI	*HAWSANG*†	...	MONDAY, 11th May, 4 P.M.
SANDAKAN	*MAUSANG*‡	.....	TUESDAY, 12th May, daylight.
SINGAPORE, PENANG & CALCUTTA	*KUMSANG**	.....	TUESDAY, 12th May, 3 P.M.
MANILA	*YUENSANG**	.....	FRIDAY, 15th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	*FOOKSANG*†*	...	WED'DAY, 27th May, Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The steamers *Kutsang*, *Namsang* and *Fatsang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 8th May, 1908. [10

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail	
AMOY & SHANGHAI	"KASHING"	10th May,	9 A.M.
NINGPO & SHANGHAI	"FOOCHOW"	11th "	4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHINGTU"	11th "	"
HOIHOW & HAIPHONG	"SINGAN"	12th "	9 A.M.
MANILA	"TAMING"	12th "	4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"KWEITANG"	14th "	"
CHEFOO & TIENTSIN	"KUEICHOW"	19th "	"
YOKOHAMA & KOBE	"TSINAN"	23rd "	"

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Hongkong, 8th May, 1908. AGENTS. [13

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess carried.**—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 9th May, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th May, at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 2nd May, 1908. [11

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK,
(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"LOWTHER CASTLE"	On or about the 21st May, 1908.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 8th April, 1908. [12

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI,"
Captain Pedone, will be despatched as above on MONDAY, the 11th instant, at Noon.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 7th May, 1908. [95

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:
S.S. "SATSUMA" ... 14th May, 1908
For Freight and further Information, apply
DODWELL & Co., LIMITED,
Agents.
Hongkong, 29th April 1908 [468

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Kumeric ...	6,232	Cowley	1908. 16th May.
Shawmut ...	9,606	E. V. Roberts..	6th June.
Tremont.....	9,606	W. T. Garlick..	1st July.
Suveric	6,232	Shottong	14th July.

CHEAP FARES, EXCELLENT ACCOMMODATION. ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings.
Hongkong, 4th May, 1908. [19-20

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN,"
Captain McArthur, will be despatched as above on THURSDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th May, 1908. [472

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
"KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" .....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey .....$4.
Meals .....$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 3rd July, 1907. [66

Shipping—Steamers.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship
"OCEANA,"
Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Insta*, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on 28th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 2nd May, 1908. [7

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"ERNEST SIMONS,"
Captain Girard, will be despatched for the above Ports on or about MONDAY, the 11th inst.

For Freight or Passage, apply to
P. NALLY,
Acting Agent.
Hongkong, 8th May, 1908. [14

FOR SAN FRANCISCO.

THE Steamship
"CLAN MACMILLAN"
will be despatched for the above Ports on TUESDAY, 12th May, 1908.

For Freight, apply to,
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 8th May, 1908. [409

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
"DENBIGHSHIRE"
will be despatched for the above Ports, on or about TUESDAY, the 19th inst.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 8th May, 1908. [426

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1908 [302

JAPANESE MASSAGE,

F. KAWASAKI.

GRADUATE of KOBE MASSAGE SCHOOL,
No. 36c, PRAYA EAST, WANCHAI,
HONGKONG,
Telephone 564.

EFFECTIVE TREATMENT
OF
BERI-BERI AND RHEUMATISM.

Attendance at Patients' Residence.
Hongkong, 2nd May, 1908. [379

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1906. [62

HONGKONG AVERAGE MARKET PRICES.

Corrected 1st May, 100 cts. per $ Mex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa lb	18
" Corned—Ham Ngau Yuk ..... "	19
" Roast—Shiu " " ..... "	18
" Breast—Ngau Lam ..... "	15
" Soup, Tong Yuk ..... "	15
" Steak—Ngau Yuk Pa ..... "	18
" " Sirloin—Ngau Lau ..... "	28
" Sausages,—Ngau Yuk Chaung ... "	26
Bullock's Brains— " Know..... per set	10
" Tongue fresh—Ngau Li,..... each	50
" " corned—Ham Ngau Li..... "	55
" Head—Ngau Tau ..... "	80
" Heart—Ngau Sum .....per lb	12
" Hump, Salt—Ngau Kin ..... "	38
" Feet—Ngau Keok .....each	18
" Kidneys—Ngau Yiu..... "	10
Tail—Ngau Mei ..... "	17
" Liver—Ngau Con ..... lb	12
" Tripe (undressed)—Ngau To..... "	7
Calves' Head and Feet—Ngau-chai-tau-kook.....set	$1.00
Mutton Chop—Yeung Pai Kwat .....lb	22
" Leg—Yeung Pei ..... "	22
" Shoulder—Yeung Shau ..... "	20
Pigs' Chitlings—Chi cheong ..... "	23
" Brains—Chi Know.....per set	2
" Feet—Chi Keok..... "	12
" Fry—Chi Chak ..... "	15
" Head—Chi Tau ..... "	18
" Heart—Chi Sum.....each	7
" Kidneys—Chi Yiu .....pair	8
" Liver—Chi Kon .....lb	28
Pork, Chop—Chi Pai Kwat ..... "	23
" Corned—Ham Chu Yuk ..... "	—
" Leg—Chu Pei ..... "	23
" Fat or Lard—Chu Yau ..... "	18
Sheep's Head and Feet—Yeung Tau Keok .....set	50
" Heart—Yeung Sum.....each	6
" Kidneys—Yeung Yiu ..... "	10
" Liver—Yeung Con.....lb	22
Sucking Pigs, To Order—Chu Chai ... "	22
Suet Beef—Sang Ngau Yau ..... "	20
" Mutton—Sang Yeung Yau ..... "	24
Veal—Ngau Chai Yuk..... "	20
" Sausages—Ngau Chai Yuk Tong. "	20

POULTRY.

Chicken—Kai Chai .....lb	28
Capons, Large, Small—Sin Kai..... "	30
Ducks—Ap..... "	20
Doves—Pan Kau .....each	17
Eggs, Hen—Kai Tan.....per doz.	18
Fowls, Canton—Kai .....lb	30
" Hainan—Hoi Nam Kai ..... "	27
Geese—Ngo ..... "	20
Geese, Wild Shanghai—Sheung Hoi Ye Ngo ..... pair	—
Musk Deer—Wong Keng .....each	—
Hare—Tu Chai..... "	—
Partridge—Che Khoo ..... "	—
Pheasant—Shan Kai.....pair	—
Pigeons, Canton—Pak Kup ..... each	32
" Hoihow—Hoihow Pak Kup "	8
Quail—Um-Chun ..... "	24
Rice Birds—Wo Fa Cheuk .....dozen	—
Snipe—Sa Chui ..... each	24
Turkeys, Cock—Fo Kai Kung ... per lb	52
" Hen— " " Na ... "	40
Wild Ducks, Shanghai, Sui-ap .....pair	—
Teal, Shanghai, Sui Ap Chai..... "	—
Wild Ducks Canton—Sang Shing Sui Ap .....per pair	—

FISH.

Barbel—Ka Yu .....lb	11
Bream—Bin Yu..... "	15
Canton Fresh Water Fish—Hoi Bin Yu "	15
Carp—Li Yu ..... "	22
Catfish—Chik Yu ..... "	20
Codfish—Mun Yu..... "	28
Crabs—Hai ..... "	20
Cuttle Fish—Muk Yu ..... "	16
Dab—Sa Mang Yu ..... "	15
Dace—Wong Mei Lun ..... "	12
Dog Fish—Tit Tu Sa ..... "	10
Eels, Congor—Hai Man Yu ..... "	14
" Fresh water—Tam Sui Yu ..... "	14
" Yellow—Wong Sin..... "	28
Frogs—Tien Kai ..... "	32
Garoupa—Sek Pan ..... "	48
Gudgeon—Pak Kup Yu ..... "	12
Herrings—Tso Pak ..... "	22
Halibut—Cheung Kwan Yu ..... "	28
Labrus—Wong Fa Yu..... "	18
Loach—Wu Yu..... "	11
Lobsters—Lung Ha ..... "	24
Mackerel—Chi Yu ..... "	14
Monk Fish—Mon Yu ..... "	28
Mullet—Chai Yu ..... "	24
Oysters—Sang Hoo ..... "	22
Parrotfish—Kai Kung Yu ..... "	16
Perch—Tan Loo ..... "	16
Pike—Fa Paw Poong ..... "	10
Plaice—Pan Yu..... "	18
Pomfret, Black—Hak Chong..... "	22
Pomfret, White—Pak Chong..... "	32
Prawns—Ming Ha..... "	48
Ray—Pei Pa Sa ..... "	9
Rock Fish—Suk Kau Kung..... "	16
Roach—Chun Yu..... "	14
Salmon, (Chee) fresh water—Ma Yau Yu..... "	12
Shark—Sa Yu ..... lb	10
Skate—Po Yu ..... "	11
Shrimps—Ha ..... "	28
Snapper—Lap Yu..... "	20
Soles—Tat Sa Yu..... "	28
Tench—Wan Yu ..... "	18
Turbot—Cho How Yu ..... "	24
Turtles, small, fresh water—Kook Yu.... "	—
White Bait—Ngan Yu Chai ..... "	20

FRUITS.

Almond—Hung Yan.....lb	24
Apples, (California)—Kam San Ping Ko..... "	—
" (Chefoo)—Tin Chun Ping Ko..... "	30
" Small—Hoi Tong..... "	—
" Custard—Fan Lai Chi.....each	—
Bananas, fragrant, Canton—Sang Sheung Heung Chiu .....lb	5
" (brides), Macao—San Heung Chiu "	—
Chestnuts, Chinese—Foong Lut..... "	10
Carambola—Yeung Tou ..... "	—
Cocoanuts—Yeh Tsz .....each	10
Grapes—Sin Tai Tsz..... "	—
Lemons, China—Ning Moong..... "	25
" Amer.—Kum San Ning Moong "	16
Lichees, Small Stone—Lai Chi Con.....	20
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning Moong .....each	6
Mango, Manila—Lui Sung Mong.....	10
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tsz ..... doz.	—
Oranges, Tim Chang .....lb	10
" Small—Tai Kut .....catty	—
" Mandarin—Tim Kut	—
Olives—Pak Lam .....lb	8
Passion Fruit ..... each	—
Pears, (American)—Kam San Shut Li lb	—
" (Canton), Cooking—Sa Li ..... "	10
" (Shanghai)—Sheung Hoi Li ... "	18
Peanuts,—Fa Sang	10
Persimmons, Large,—Hung Chie.....	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law .....each	20
" 2nd cooking—Chung-tang Paw-law ..... "	—
Plantains—Tai Chiu .....lb	3
Plums, Swatow—Hung Lai	7
Pumelo, Siam—Chim Lo Yau .....each	13
Walnuts, Hop Tou	12
" Green—Sang Hop Tou	—
Shanghai Lo Kwat .....lb	—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk .....lb	6
Beans, (French) Macao—Oh Moon Pin Tau	8
Beans, (French), Shanghai—Sheung Hoi Pin Tau	—
Beans, Sprout—Ah Choi.....	4
Beans, Long—Tau Kok	—
Beet Root—Hung Choi Tau..... each	2
Brinjals, Green—Cheng Yuen Ker	4
Brinjals, Red—Hung Ker	4
Brassica—Pak Choi.....	4
Bamboo Shoots—Chook Shun	3
Cabbage, Chinese, com.—Kai Choy.....	4
Cabbage, Red—Kai Lan Tau .....each	10
Cabbage, (Shanghai)—Yeh Choi ..... "	7
Cane Shoots, bunch—Kau Shun ..... "	—
Cauliflower, Large size—Tai Yeh Choi Fa .....each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa .....each	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	4
Celery, English—Yeung Kan Choi	4
Celery, White—Pak Yeung Kan Choi...	—
Chillies, Dried—Con Lat Chiu	40
" Red—Hung Fa "	40
" Green—Cheng Lat Chiu ..... "	40
Curry Stuff, English—Ka Lee Choi Liu	8
Cucumbers—Cheng Kwa	2
Bitter Squash—Fu Kwa	10
Garlic—Suen Tau.....	8
Ginger, young—Sun Tsz Keung	15
" old—Lo Keung	6
Horse Radish, Shanghai—Lik Kan ... lb	35
Indian Corn—Suk Mai .....piece	5
Lettuce—Yeung Sang Choi .....each	1
Water Chesnuts—Ma Tai ..... "	6
" Mandarin—Kwei Lum Ma Tai "	6
Musk Melon	—
Mushrooms, Fresh—Sang Cho Kho.....	—
Onions, Bombay—Yeung Chung Tau ...	7
" Green—Sang Chung.....	4
" Shai—Sheung Hoi Chung Tau	6
" Japan—Yat Poon " "	—
Okroes—Mo Ker	7
Parsley, English—Yeung Un Sai .....lb	10
Gradus Pea	—
Green Peas—Cheng Tau.....	12
Potatoes, Sweet—Fan Shu	3
" Shanghai—Sheung Hoi Shu Tsai	3
" Japan—Yat Poon Shu Tsai ...	3
" American—Fa Ki " " ...	3
" Foochow—Fuk Chau Shu Tsai	3
" Macao—Oh Moon " " ...	—
Pumpkin—Toong Kwa	3
Radish—Hung Lo Pak Tsai .....lb	3
Rhubarb	—
Shalots—Con Chung Tau	8
Spinage (Chinese)—Paw Choi	4
Spinach—Yin Choi	4
Tomatoes—Fan Ker.....	6
Taros—Wu Tau	3
Turnips, Pun-ti (Long)—Low Pak	3
" English—Yeung Low Pak..piece	—
Vegetable Marrow—Chit Kwa	5
Water Cresses—Sai Yeung Choi	6
" Caltrops—Lan Kok.....	8
" Lily Roots—Lin Ngau	—
Yams—Tai Shu.....	20
Sage..... per bundle	—

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

C. MC. L. MESSA,
Secretary, Sanitary Board.

COMMERCIAL.

TO-DAY'S EXCHANGE.

	Selling.
London—Bank T.T.	1/9⅛
Do. demand	1/9 3/16
Do. 4 months' sight	1/9 7/16
France—Bank T.T.	2.21
America—Bank T.T.	42½
Germany—Bank T.T.	1.80
India T.T.	131
Do. demand	133½
Shanghai—Bank T.T.	74½
Singapore—Bank T.T.	31½ % prem.
Japan—Bank T.T.	86½
Java—Bank T.T.	106½
	Buying
4 months' sight L/C.	1/9 9/16
6 months' sight L/C.	1/9 11/16
30 days' sight San Francisco & New York	44
4 months' sight do.	45
30 days' sight Sydney and Melbourne	1/9 13/16
4 months' sight France	2.21½
6 months' sight "	2.21½
4 months' sight Germany	1.86
Bar Silver	24 3/16
Bank of England rate	3 %
Sovereign	$11.16

SHIPPING AND MAILS

MAILS DUE.

French (*Ernest Simons*) 11th inst.
American (*Mongolia*) 12th inst.

The Boston S. S. Co.'s s.s. *Kumeric* left Manila this morning and should arrive here on Sunday afternoon next.

The Imperial German Mail s.s. *Prinz Sigismund*, which left here on 2nd inst., arrived at Yokohama to-day at 8 a.m.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 8th at 12.05 p.—The barometer has fallen moderately over China and Japan.

A depression appears to be developing over China to the North of the Lower Yangtze, and the highest is now lying over the Pacific to the South of Japan.

Gradients continue slight in the South, and light or moderate S.E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.E. winds; fair.

2.—Formosa Channel, S.E. winds, light or moderate.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Toonan, Ch. s.s., 942, A. A. Crawford, 7th May,—Shanghai and Amoy 6th May, Gen.—C. M. S. N. Co.

Sabine Rickmers, Dut. s.s., 573, Freis, 7th May,—Tamsui 1st May, Ballast.—Meyer & Co.

Taming, Br. s.s., 1,316, A. Somerville, 8th May,—Manila 5th May, Gen.—B. & S.

Ceylon, Br. s.s., 2,637, G. W. Babot, 8th May, —London 28th Mar., and Singapore 2nd May, Gen.—P. & O. S. N. Co.

Chingtu, Br. s.s., 2,260, W. B. Brown, 8th May,—Kutchinotzu and Nagasaki 4th May, Gen.—B. & S.

Chip Shing, Br. s.s., 1,199, F. Mooney, 8th May,—Tientsin via Chefoo, Weihaiwei and Swatow 28th April, Gen.—J. M. & Co.

Shoshu Maru, Jap. s.s., 999, M. Nemoto, 8th May.—Shanghai via Swatow 7th May, Gen.—O. S. K.

Knivsberg, Ger. s.s., 646, D. Henk, 8th May,—Haiphong and Hoihow 5th May, Rice.—J. & Co.

Myrtledene, Br. s.s., 1,623, Maitland, 8th May, —Canton 7th May, Coal.—D. & Co., Ld.

Kiang Ping, Ch. s.s., 1,227, H. Udden, 8th May,—Canton 7th May, Gen.—Kwong Man Woo.

Meefoo, Ch. s.s., 1,339, J. MacArthur, 8th May,—Canton 7th May, Gen.—C. M. S. N. Co.

Suevia, Ger. s.s., 2,671, B. Telmer, 8th May,—from Hankow, Gen.—H. A. L.

Clearances at the Harbour Office

Tjimahi, for Amoy.
Amami, for Moji.
Fatching, for Swatow.
Kalgan, for Cebu.
Ceylon, for Hankow.
Loongsang, for Manila.
King Ping, for Chinkiang.
Chipshing, for Canton.
Yumsun, for Shanghai.
Hanoi, for Kwong-chow-wan.
Kwelyang, for Canton.

Departures

May 8.

Tjimahi, for Amoy.
Haimun, for Swatow.
Rhaka, for Chinkiang
Fatching, for Swatow.
Protevs, for Swatow.
Hangzang for Canton.
Pakhoi, for Canton.
Shantung, for Samarang.
Pronto, for Hoihow.
Amigo, for Hoihow.
Yunnan, for Shanghai.
Loongsang, for Manila.
Amoy, for Moji.
Hanoi, for Haiphong.
Kalgan, for Iloilo

Passengers arrived.

Per *Shoshu Maru*, from Swatow—Mr. Shun.

Per *Ceylon*, from London for Hongkong—Major Evans, Surgeon Darley, and Engr.-Lt. Hodson.

Per *Chipshing*, from Tientsin—Mrs. W. Hope and children and servant, and Mr. W. Ashton.

Per *Shantung*, from Kutchinotzu, &c.—Messrs. Kimston, Addy, Carlill, Mackee, Master Addy, Mesdames Rae, Addy and Mackee.

Passengers departed.

Per *Empress of Japan*, for Shanghai, &c.—H.E. Lady Lugard, Col. and Mrs. Morgan, Mr. and Mrs. Pollock, Messrs. Osborne, M. W. Slade, and Mrs. G. C. C. Master, Misses Master (2), Col. Martin, Mr. H. Ough, Mr. and Mrs. Turner, Mr. and Mrs. G. W. Noel, Messrs. C. L. Weber, Tomkins, Russell, Mr. and Mrs. Briggs, Messrs. D. W. Direng, H. A. Lampman, Hayward, Thiel, Mrs., Miss and Master Bliss, Mr. R. G. Dailey, Mrs. Pellue, Mrs. Graham, Mrs. P. Roberts, Mr. and Mrs. C. K. Payne, Messrs. Cooper, Bonnechoux, Miss Fox, Mrs. Taylor, Mr. and Mrs. E. N. Townes, Mr. Leon Collver, Capt. Micklejohn, Mr. Shoemacker, Col. and Mrs. Beale, Messrs. G. T. Moule, F. Killian, Pond, Capt. White, Messrs. Hedeworth, L. C. Daunt, G. Cresswell, Newall, D. Newall, Miss Maxwell, Mrs. Smith, Messrs. Gilling-Lax, Duguid, R. F. Mitchell, Mr. and Mrs. Wattles, Miss C. Leete, Mrs. Nora Miller, Miss Homer Dixon, Mr. and Mrs. Sherin, Mrs. Rennie, Mr. F. D. Cheshire, Miss Baird, Mr. and Mrs. Weaver, Mr. and Mrs. Parsons, Messrs. Skelding, Baber, Mr. and Mrs. Chadwick, Mr. Roberts, Mrs. and 2 Misses Melladew, Mr. and Mrs. Sharp, Misses Sharp (2), Col. Stanton, Messrs. Elmore, Stikeman, Drysdale, Col and Miss Tatham, Mrs. and Miss Drysdale, Mr. and Mrs. Heathcote, Miss Riches, Misses Bagnall (3), Mrs. and Miss Roberts, Messrs. Bagnall, Schmatz, Davies, Starkey, Misses H. Dixon, Hutton, Mr. and Mrs. Pyher, Messrs. Gowett, Gilman, Druce, Leach, Prince Marayan, and Gupta.

Shipping Reports.

Str. *Chingtu*, from Kutchinotsu and Nagasaki:—Fine weather experienced throughout.

Str. *Chip Shing*, from Tientsin, &c.:—Moderate to light N'ly winds and fine clear weather throughout.

VESSELS IN PORT.

STEAMERS.

Asia, Br. s.s., 4,975, Harry Gaukroger, 5th May,—San Francisco 7th April, via Honolulu 14th, Yokohama 27th, Kobe 29th, Nagasaki 30th, and Shanghai 3rd May, Mails and Gen.—O. & O. S. S. Co.

Capri, Ital. s.s., 2,718, P. Domineco, 6th May, —Bombay 17th April, and Singapore 30th, Gen.—C. & Co.

Chowfa, Ger. s.s., 1,055, T. Spiesen, 1st May, —Bangkok 23rd April, Rice.—B. & S.

Chowtai, Ger. s.s., 1,115, W. Möllermann, 5th May,—Bangkok via Swatow 24th April, Rice.—B. & S.

Chunsang, Br. s.s., 1,356, Sawer, 6th May,—Sourabaya 26th April, Sugar.—J., M. & Co.

Daijin Maru, Jap. s.s., 1,000, I. Sakurai, 6th May,—Tamsui via Amoy and Swatow 5th May, Gen.—O. S. K.

Eiger, Nor. s.s., 875, N. S. Nielsen, 5th May, —Bangkok 28th April, Rice.—Mr. A. Bune.

Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 4th May,—Vancouver, B.C., 15th April; and Shanghai 2nd May, Mails and Gen.—C. P. R. Co.

Grefevall, Br. s.s., 2,815, Steele, 22nd April,—Portland 13th Mar., and Karatsu 16th April, Wheat.—Aagaard, Thoresen & Co.

Hailan, Fr. s.s., 377, O. A. Höeg, 7th May,—Hoihow 6th May, Gen., Sugar and Pigs.—A. R. M.

Halphong, Fr. s.s., 100, Pomfret, 22nd April,—Haiphong 18th April, Ballast.—Wilks and Jacks.

Hokuto Maru, Jap. s.s., Keneda, 27th April,—Moji 22nd April, Coal.—Fukusei & Co.

Hongmoh, Br. s.s., 2,555, R. S. Bainbridge, 7th May,—Penang 28th April, and Singapore 1st May, Gen.—Joo Tek Seng.

Kashing, Br. s.s., 1,152, Pichard, 7th May,—Canton 6th May, Gen.—B. & S.

Kumsang, Br. s.s., 2,077, E. J. Buller, 4th May,—Calcutta via Penang and Singapore 28th April, Gen.—J., M. & Co.

Laertes, Br. s.s., 2,012, Frampton, 3 1th April,—Saigon 26th April, Rice and Dried Fish.—Wo Fat Sing.

Mausang, Br. s.s., 1,644, R. Houghton, 29th April,—Sandakan 23rd April, Timber and Gen.—J., M & Co.

Nippon Maru, Jap. s.s., 6,168, W. W. Greene, 2nd May,—San Francisco and Manila 30th April, Mails and Gen.—N. Y. K.

Oceano, Br. s.s., 1,738, M. le Brun, 3rd May,—Wakamatsu and Moji 29th April, Coal.—M. B. K.

Onsang, Br. s.s., 1,787, R. Cox, 30th April,—Singapore 23rd April, Gen.—J., M. & Co.

Persia, Br. s.s., 2,744, A. Dixon, 11th Jan.,—San Francisco 7th Dec., and Portland, Or. 15th, Flour—O. & O. S. S. Co.

Progress, Ger. s.s., 687, A. Struve, 4th May,—Canton 3rd May, Bollas.—S. & Co.

Quinta, Ger. s.s., 987, F. Frahm, 2nd May,—Tsingtau 26th April, Coal.—S. & Co.

Rajaburi, Ger. s.s., 1,189, H. Bremer, 6th May, —Bangkok 29th April, Rice.—B. & S.

Rubi, Br. s.s., 1,611, R. W. Almond, 4th May, —Manila 2nd May, Gen.—S., T. & Co.

Singan, Br. s.s., 1,047, F. Jamieson, 7th May,—Haiphong and Hoihow 6th May, Rice and Live Stocks.—B. & S.

Standard, Nor. s.s., 894, H. N. Bull, 6th May, —Saigon 1st May, Rice and Fish.—Wallem & Co.

Taikosan Maru, Jap. s.s., 3,217, I. Fukuri, 3rd May,—Kutchinotzu 27th April, Coal.—M. B. K.

Tango Maru, Jap. s.s., 4,626, R. Swain, 3rd May,—Shanghai 30th April, Flour Tank and Cotton Yarn.—N. Y. K.

Telemachus, Br. s.s., 1,740, J. Williamson, 6th May,—Saigon 1st May, Gen.—Wo Fat Seng.

Triumph, Ger. s.s., 769, Hansen, 7th May,—Tourane 4th May, Gen.—J. & Co.

Yedo Maru, Jap. s.s., 3,227, T. Hamada, 29th April,—Moji 23rd April, Coal.—M. B. K.

Zillah, Br. s.s., 3,426, Peart, 26th April,—Xmas Island 17th April, Phosphates.—M. B. K.

The Ships Passed Canal.

31st March—*Teenkai*, *Ganga*. 3rd April—*Goeben*, *Candia*, *Palma*, *Yarra*, *Colombo Maru*, *Kawachi Maru*, *Yangtsze*. 7th April—*Ellen Rickmers*, *Nubia*, *Benarty*, *Flintshire*, *Trlesk*, *Indrasamha*, *St. Georges*. 10th March—*Ceylon*, *Scandia*, *Scotra*, *Stantor*, *Tonkin*, *Hokata Maru*, *Peleus*, *Petronia*, *Agamemnon*. 14th April—*Ching Wo*, *Colombo Maru*, *Kawachi Maru*, *Tonkin*. 21st April—*Andalusia*, *Benlomond*, *Doucalion*, *Ernest Simons*, *Palermo*, *Maria Valerie*, *Atholl*, *Indrani*, *Sanuki Maru*, *Kasama*, *Ormidale*. 24th April—*Auchencrag*, *Brasilia*, *Namur*, *Hohenstaufen*, *Polynesian*, *Moyuna*, *Patroclus*, *Wakasa Maru*, *Manila*. 28th April—*Bangloe*, *Longsor*, *Oepack*, *Prinz Heinrich*, *Suruga*. 1st May—*Princess Alice*, *Tonkin*, *Awa Maru*, *Carnarvonshire*, *Sado Maru*, *Meteor*. 5th May—*Nippon*, *Bellerophon*, *Borneo*, *Palma*, *Kostroma*, *Valentia*.

Arrivals at Home—31st March—*Telemachus*, *Ernest Simons*. 7th April—*Dardanus*, *Antenor*. 10th April—*Gange*, *Goeben*, *Saxonia*, *Rhenania*. 14th April—*Hotham*, *Braemar*, *Austria*, *Bulow*, *Ceylon Maru*, *Cardiganshire*, *Slavonia*, *Nijni—Novgorod*. 21st April—*Agamemnon*, *Teenkai*. 22nd April—*Nubia*. 23rd April—*Scotra*. 24th April—*Austria*. 25th April—*Marmora*. 28th April—*Flintshire*, *Prinz Ludwig*, *Sanuki Maru*, *Slavonia*. 1st May—*Polynesian*, *Petronia*. 5th May—*Saxonia*.

Steamers Expected.

Vessels	From	Agents	Due
Bombay Maru	Moji	N. Y. K.	May 9
Wakamiya Maru	Moji	N. Y. K.	May 9
Shinshu Maru	Singapore	B. & Co.	May 9
Ernest Simons	Saigon	M. M.	May 11
Scandia	Singapore	H. A. L.	May 11
Yawata Maru	Thursday I	N. Y. K.	May 11
Tjipanas	Singapore	J. C. J. L.	May 11
Mongolia	Japan	P. M. Co.	May 12
Kamakura M.	Japan	N. Y. K.	May 12
Kumano Maru	Japan	N. Y. K.	May 12
Meinam	Singapore	M. M.	May 12
Yeboshi Maru	Singapore	N. Y. K.	May 12
Aki Maru	Japan	N. Y. K.	May 17
Tenyo Maru	Japan	T. K. K.	May 21
Manila	Sydney	M. & Co.	May 27

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Sorsogon	at	Kowloon Dock
Yedo Maru	"	"
Victoria	"	"
Haiphong	"	"
Kwong Yuen	"	"
Tjimahi	"	"

CHINA COAST METEOROLOGICAL REGISTER.

May 7th, 1908, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m	—	—	—	—	—	—
Nemuro	6 a.m.	29 97	—	—	SW	4	—
Hakodate	"	—	—	—	—	0	—
Tokio	"	30.10	—	—	—	0	—
Kochi	"	30.11	—	—	SW	2	—
Nagasaki	"	30.11	—	—	—	0	—
Kagoshima	"	30 12	—	—	—	0	—
Oshima	"	30.08	—	—	S	2	—
Naha	"	30.01	—	—	—	0	—
Ishigakijima	"	29.97	—	—	NE	4	—
Bonin Is.	"	30 8	—	—	—	0	—
Chefoo	"	29 78	72	46	SSW	5	b
Weihaiwei	9 a.m.	29.77	77	—	SW	6	b
Hankow	6 a.m.	29 92	67	84	SE	1	b
Kiukiang	"	29 97	60	88	—	0	b
Shanghai	9 a.m	29 96	72	67	SSE	2	b
Gutzlaff	"	30.01	67	74	S	3	bm
Sharp Peak	"	30.02	73	100	S	1	c
Amoy	6 a.m.	30.06	68	90	—	0	b
Swatow	"	29.99	65	100	—	0	b
Taihoku	5 a.m.	29.95	—	—	—	0	—
Taichu	"	29 96	—	—	—	0	—
Tainan	"	9 96	—	—	N	2	—
Koshun	"	29 95	—	—	NE	2	—
Pescadores	"	29 96	—	—	N	4	—
Canton	9 a.m.	39 01	75	100	SE	1	c
Hongkong	10 a.m.	39.00	77	75	E	1	c
Victoria Peak	"	—	—	—	ESE	1	—
Gap Rock	"	29 97	—	—	ENE	3	—
Macao	"	30.01	79	—	ESE	1	c
Hoihow	9 a.m	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	8 a.m	29 96	75	—	E	1	c
Tourane	"	29 97	81	—	—	0	c
C. St. James	"	29 84	86	—	NE	2	c
Aparri	6 a.m.	29 89	79	—	S	1	b
Manila	10 a.m.	29.88	84	77	WSW	1	c
Legaspi	10 a.m.	29 85	75	—	—	0	b
Bacolod	9 a.m.	—	—	—	NE	1	o
Iloilo	"	29 9	85	—	SW	1	o
Cebu	"	29.9	87	—	S	1	b
Labuan	"	29 86	86	—	—	—	—

May 8th, 1908, a.m.

Vladivostock	a.m.	—	—	—	—	—	—
Nemuro	8 a.m	29.85	—	—	N	4	—
Hakodate	"	29 93	—	—	—	0	—
Tokio	"	30.02	—	—	W	2	—
Kochi	"	30.03	—	—	SW	2	—
Nagasaki	"	29.99	—	—	S	4	—
Kagoshima	"	30.04	—	—	E	2	—
Oshima	"	29 97	—	—	—	0	—
Naha	"	29 91	—	—	—	0	—
Ishigakijima	"	29 93	—	—	NE	2	—
Bonin Is.	"	30.04	—	—	E	2	—
Chefoo	6 a.m	—	—	—	—	—	—
Weihaiwei	9 a.m	29 72	68	—	E	1	o
Hankow	6 a.m.	29 78	72	81	E	2	o
Kinkiang	"	29 84	70	85	SW	1	c
Shanghai	9 a.m	29 80	72	76	S	1	o
Gutzlaff	"	29 82	65	89	S	3	cm
Sharp Peak	"	29.90	75	100	SE	1	b
Amoy	8 a.m.	29 96	69	95	SE	1	b
Swatow	"	29 90	66	100	—	0	b
Taihoku	a.m.	29 88	—	—	—	0	—
Taichu	"	29 91	—	—	—	0	—
Tainan	"	29.91	—	—	SE	2	—
Koshun	"	29.90	—	—	N	2	—
Pescadores	"	29.9	—	—	NW	2	—
Canton	7 a.m	29.92	77	95	E	1	o
Hongkong	10 a.m	29 92	76	86	E	2	o
Victoria Peak	"	—	—	—	SE	2	—
Gap Rock	"	29.90	—	—	E	2	—
Macao	"	30.93	78	—	SE	1	c
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	8 a.m.	29 88	77	—	SSE	4	o
Tourane	"	29.91	81	—	—	0	c
C. St. James	"	29.86	79	—	NNE	2	o
Aparri	6 a.m	29 8	75	—	SW	1	b
Manila	10 a.m	29 88	84	77	SSW	0	c
Legaspi	6 a.m	29 85	75	—	—	0	b
Bacolod	9 a.m	—	—	—	ENE	1	b
Iloilo	"	29.89	85	—	SW	1	b
Cebu	"	29.87	87	—	S	1	c
Labuan	"	29.83	85	—	—	—	—

Post Office.

A Mail will close for:—

Manila—Per *Rubi*, 9th May, 10 A.M.
Amoy—Per *Triumph*, 9th May, 10 A.M.
Saigon—Per *Yedo Maru*, 9th May, 10 A.M.
Shanghai and Hankow—Per *Ceylon*, 9th May, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, 9th May, 11 A.M.
Macao—Per *Sui Tai*, 9th May, 1.15 P.M.
Amoy and Shanghai—Per *Kashing*, 9th May, 3 P.M.
Newcastle—Per *Earl Douglas*, 9th May, 3 P.M.
Swatow, Amoy and Tamsui—Per *Daijin Maru*, 9th May, 5 P.M.
Swatow, Singapore and Bangkok—Per *Chowfa*, 9th May, 5 P.M.
Kobe—Per *Caravellas*, 9th May, 5 P.M.
Hoihow and Pakhoi—Per *Hailan*, 9th May, 5 P.M.
Swatow, Amoy, Foochow and Shanghai—Per *Soshu Maru*, 11th May, 9 A.M.
Tientsin—Per *Chipshing*, 11th May, 11 A.M.
Singapore, Penang and Bombay—Per *Capri*, 11th May, 1 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Chingtu*, 11th May, 3 P.M.
Ningpo and Shanghai—Per *Foochow*, 11th May, 3 P.M.
Shanghai—Per *Hawsang*, 11th May, 3 P.M.
Shanghai—Per *Tjimahi*, 11th May, 4 P.M.
Sandakan—Per *Kwangtung*, 11th May, 3 P.M.
Holhow and Haiphong—Per *Singan*, 12th May, 8 A.M.
Swatow, Amoy and Foochow—Per *Haiching*, 12th May, 9 A.M.
Singapore, Penang and Bombay—Per *Capri*, 12th May, 10 A.M.
San Francisco (direct)—Per *Clan Macmillan*, 12th May, 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Australien*, 12th May, 11 A.M.
Singapore, Penang and Calcutta—Per *Kumsang*, 12th May, 2 P.M.
Shanghai, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria and Seattle—Per *Tango Maru*, 12th May, 3 P.M.
Manila—Per *Taming*, 12th May, 3 P.M.
Singapore, Penang and Colombo—Per *Kamakura Maru*, 12th May, 5 P.M.
Nagasaki, Kobe and Yokohama—Per *Yawata Maru*, 13th May, 11 A.M.
Manila, Cebu, Boston and New York—Per *Satsuma*, 14th May, 11 A.M.
Tsingtau, Chefoo and Newchwang—Per *Kwelyang*, 14th May, 3 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Kumano Maru*, 15th May, 11 A.M.
Manila—Per *Yuensang*, 15th May, 5 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Asia*, 16th May, 10 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjimahi*, 16th May, 10 A.M.
Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, Wash.—Per *Kumeric*, 16th May, 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Oceana*, 16th May, 11 A.M.
Chefoo and Tientsin—Per *Kuetchow*, 19th May, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Glenfarg*, 20th May, 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Prinz Ritel Friedrich*, 20th May, 11 A.M.
Manila, Fr. Wilhelmshafen, Simpsonhafen, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Prinz Sigismund*, 21st May, 4 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 23rd May, 11 A.M.
Yokohama and Kobe—Per *Tsinan*, 23rd May, 3 P.M.
Shanghai, Yokohama, Kobe and Moji—Per *Fooksang*, 27th May, 11 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Eastern*, 28th May, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 4th June, 3 P.M.
Moji, Salina Cruz and Mexico—Per *Marie*, 11th June, 4 P.M.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, P. R.
Aftalion, A.
Applegate, C. S.
Battiscombe, H. G.
Benson, R.
Bertine, H. F.
Bisney, Miss
Bisney, Mr. & Mrs. S.
Black, Dr. G. D. R.
Blunn, A. B.
Boothby, W. C.
Bormand, E.
Bowack, G.
Brayfield, T.
Brown, L. G.
Bryant, C. H.
Bulmer, J. H.
Burgess, R. C.
Bussierre, S. C. de
Carpenter, E. W.
Carter, A.
Cerilli, Mr. and Mrs.
Colvin, H. E.
Crook, A. H.
Deane, T. R.
Dickinson, A. R.
Eastland, A.
Faber, L. H.
Ferry, Mr.
Harris, Mr. and Mrs.
Howland, Mr. and 2 Misses
Fauconnier, A.
Fischer, S.
Franklin, C. B.
Friedrich, P.
Frost, B. L.
Fuller, Denman
Gillie, J. S.
Gregg, E.
Guersdon, J. G.
Haes, D.
Hall, Capt. T.
Harding, R.
Harrison, J. L.
Hogue, Miss E.
Innes, Capt. R.
Joseph, Mr. and Mrs. E. S.
Joseph, M. R.
Kershaw, V. A.
Kremer, P.
Lacy, W. C.
Leggatt, E. A.
Leighton, W.
Little, A. C.
Mahlen, Mr.
Mandel, B.
Martin, K. H.
McIntosh, C. C.
Minor, J. H.
Mody, J. H. N.
Moran, R. H.
Morris, B. G.
Niedhardt, E.
Oliver, Mr. & Mrs. D.
Packer, B. L.
Packard, R. G.
Payne, W. T.
Pearse, Dr. W. W.
Peake, A. W. J.
Perkins, Mr. and Mrs. T. L.
Polglase, A. W.
Primm, Jr., A. T.
Ralphs, E.
Ray, E. H.
Ree, R.
Russell, C.
Schniede, A. W.
Shields, C. E.
Slowe, F. A.
Smith, S. W.
Smith, Mr. and Mrs. W. A.
Spencer, H. R.
Spittles, J.
Stebbing, W. T.
Stevens, Rev. A. J.
Symmonds, W. G.
Tan Jiak Kim, and family
Theodarsen, T.
Thomas, H. P.
Tullidge, G. W.
Wallach, C.
Wellmann, E.
Winston, Miss N. B.
Wood, Mrs. T. H.
Woods, J. D.
Yondan, Mrs.

PEAK.

Agmstrong, Mr. & Mrs.
Armitt ong, J.
Aucott, E. F.
Austin, F.
Burton, Major
Brister, Mrs.
Chalmers, J.
Clarke, F. S.
Coke, Lt. & Mrs. B. E.
Connell, Mr. and Mrs.
Daniel, Fred. W.
Daniel, Water J.
Darling, Col.
Debnhardt, Mr.
Hogge, Mrs.
Howard, Mrs.
Hutchison, Capt. and Mrs.
Irving, Edward
Jones, R.A.M.C., Major
T. P.
Kent, Mr.
Kent, Mr. and Mrs.
Kent, R.A., Col.
Krauss, E. L.
Lanning, Albert E.
Lauder, Major
Logan, Major and Mrs.
Mahin, Mr.
Malden, Geo.
Martin, R.
McCoskery, Mr. & Mrs.
McGregor, Mr. & Mrs.
McHutchon, Mr.
Mitchell, R.
Monk, S. D.
Pescio, Mr.
Reid, Lieut.-Col.
Sayer, G. W.
Sinclair, A.
Smith, A. Findlay
Stevens, Mr.
Stopani, Mr.
Wakefield, Mrs.
Watkins, Mr.
Wilder, A. F.
Worbrook, Mr.

CRAIGIEBURN.

Adams, M. and Mrs. F. R. J.
Aurrecoechea, Mrs.
Bird, C. F.
Caldwell, G. E.
Casademont, Miss
Clothier, Mr. and Mrs. H. W.
Curry, Lt. G. G.
Fletcher, H. L.
Hunter, H.
Jones, Dr. and Mrs. E.
Nikkels, R. N. W.
Pye, Mr. & Mrs. Burns
Ram, E. A.
Smith, Mr. and Mrs. Grant
Smith, E. Grant

CONNAUGHT.

Baker, A. H.
Barrett, Miss
Blanc, P.
Boulet, E.
Berry, Mr. and Mrs. F. J. and child
Bullock, E.
Esrom, F.
Eyre, Mr. and Mrs.
Gale, B. D.
Grumpton, W. J.
Grunwald, L.
Hersley, R. S.
Holmes, H. S.
Hough, Dr.
Jack, Mrs. C. M.
Kelly, W. H.
Langford, Mr. & Mrs.
Lingeri, Miss L.
Loponyade, Mr. & Mrs. S. A.
Marcovitz, Mr.
May, H. J.
Merlin, Capt. J. A.
Nwansoan, S.
Perkins, C. B.
Sears, W. A.
Shiley, S. B.
Silva-Netts, Mr. and Mrs. A. F. B. and child
Stapleton, Mr. & Mrs. F. W.
Stapleton, Master F. W.
Thomson, J. W. D.
Tom, Mr.
Weill, B.

KOWLOON.

Allen, C. S.
Brockmann, G.
Chaytor, C.
Degne, A.
Fager, H. A.
Filter, L.
Gardner, J. H.
Giffen, H. M.
Goncalves, V. A.
Harrop, C. G. V.
Homann, A. E.
Martin, Mr. and Mrs. J.
Punch, A. B.
Robertson, A. W. L.
Roza, A. C. S.
Shield, G.
Stone, P. E. F.

	May 7 at 10 a.m.	May 7 at 4 p.m.
Barometer	30.00	29.91
Temperature	77	75
Humidity	75	77
Rainfall	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	700	4	3,000	Commander C. T. K. Fuller	Shanghai
Algerine	sloop	1,050	4	1,400	Commander K. H. Edwards	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain F. E. C. Ryan	Hongkong
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Shanghai
Bramble	river gunboat	710	6	900	Lt.-Comdr. Hon R. O. B. Bridgeman	Yangtse
Britomart	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Hongkong
Cadmus	sloop	1,070	6	1,400	Commander R. L. Majendie	Shanghai
Cherub	water tank and tug	390	—	300	Master J. J. Wilson, R.N.	Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Shanghai
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Shanghai
Flora	torpedo boat destroyer	275	6	4,000	Captain Roland Nugent	Shanghai
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Shanghai
Hart	torpedo boat destroyer	280	6	3,900	Lieut.-Commander Dickens	Hongkong
Janus	cruiser, 1st class	9,800	14	22,000	Lieut.-Commander C. A. Fremantle	Shanghai
Kent	cruiser, 1st class	14,100	18	30,000	Captain G. C. A. Marescaux	en route Japan
King Alfred *	cruiser, 1st class	616	4	1,200	Captain Clinton Baker	en route Japan
Kinsha	river gunboat	1,070	6	1,400	Lieut.-Commander S. H. Tennyson	Yangtse
Merlin	surveying ship	9,800	14	22,000	Commander F. H. Walter	Hongkong
Monmouth	cruiser, 1st class	180	2	800	Captain G. W. Smith	Hongkong
Moorhen	river gunboat	85	2	240	Lieut.-Commander C. C. Walcott	West River
Nightingale	river gunboat	85	2	240	Lieut.-Commander R. S. Roy	Yangtse
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander J. White	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander Alan Dixon	Yangtse
Taku	torpedo boat destroyer	250	6	6,500	Bosn. W. Strath	Hongkong
Tamar	receiving ship	1,650	6	—	Commodore R. H. S. Stokes	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtse
Thistle	river gunboat	710	6	900	Lieut.-Commander H. T. Attlay	Yangtse
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Shanghai
Waterwitch	surveying ship	620	4	450	Lieut.-Commander H. P. Douglas	Port Swettenham
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander J. Kiddle	Hongkong
Widgeon	river gunboat	195	2	800	Lieut.-Commander the F. Knox	Y

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	12,000	$125	£125	£1,500,000 $15,500,000 $250,000	$2,000,387	Final of £2 on old and £1.10/- on new shares for ½-year ending 31.12.07	5⅛ %	$695 London £74
National Bank of China, Limited	50,025	£7	£6	£12,735 $300,000	$71,293	$2 (London 3/6) for 1903	...	$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	$250	$50	$1,560,000 $219,058 $431,959	none	$20 for 1906	8⅓ %	$240 sellers
North China Insurance Company, Limited	10,000	£15	£5	£125,000 Tls. 100,000 Tls. 48,942	Tls. 204,424	Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	6 %	Tls. 80
Union Insurance Society of Canton, Limited	2,400	$250	$100	$3,000,000 £100,000 $456,407 £125,137.15/- $434,134	2,506,011	Final of $15 making $25 for 1906 and interim of $30 for 1907	5⅓ %	$797½ sellers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $199,032 $5,000	$591,763	$12 and bonus $3 for 1906	10 %	$150 —
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	$100	$20	$1,000,000 $346,097 $131,842	$72,432	$6 and bonus $2 for 1906	9 %	$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,313,941	$428,027	$27 for 1906	9 %	$311 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000	$1,053	$1 for 1906	...	$16
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 $96,988	Nil.	$4 for year ending 30.6.1907	10 %	$40
Hongkong, Canton & Macao Steamboat Co., Ld.	40,000	$15	$15	$250,000 $575,000 $75,279 $20,000	16,437	{$1½ for 2nd half-year making in all $2½ for year ending 31.12.07}	8 %	$29 buyers
Indo-China Steam Navigation Co., Ld. (Preferred)	40,000			£60,000				
Do. do. (Deferred)	60,000	£5	£5	£270,000	£3,694	5/- for 1906 @ ex 2/2½=$2.24 per share	3⅓ %	{$38. $24
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Final of Tls. 1½ making Tls. 3½ for 1907	7½ %	{Tls. 45 sellers
Do. (Preference)	100,000			£400,000				{Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,871 $65,000	172,370	Second interim of 1/- (Coupon No. 9 for a/c 1907	4⅛ %	45/-
"Star" Ferry Company, Limited	10,000	$10	$10	$32,957	$137	{$1.00 $0.50} for year ending 30.4.1907	3⅓ %	$32
	10,000	$10	$5	Tls. 98,000			3⅓ %	$18
Taku Tug and Lighter Company Limited	10,000	Tls. 50	Tl. 50	Tls. 419,479 Tls. 62,000 Tls. 81,200 Tls. 30,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12½ %	Tls. 47 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	100	$100	$450,000	$9,218	$8 for year ending 31.12.06	...	$135 sales
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none		$3 for 1897	...	$15 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5⅓ %	Tls. 70 sellers
MINING.								[ex div.
Chinese Engineering and Mining Company, Ld.	100,000	£1	£1	£15,000 £84,398	£11,556	Interim of 1/6 (No. 10) for account 1908	7½ %	Tls. 15.55 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	/10	£4,873	11,358	No. 12 of 1/-=48 cents	...	$8½ sa. and b.
	50,000	£1	£1					
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	164,124	$3,726	$1.75 for year ending 31.12.06	...	$14
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$50	50	$50,000 $26,8 6 $40,000	$3,556	Final of $1½ making $3½ for 1907	6⅓ %	$53
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$100,000 $50,000	$441,442	Final of $4 making $8 for 1907	7½ %	$104
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 10,459	{Interim of Tls. 2½ for six months ending 31st October, 1907}	7½ %	Tls. 83 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 75,000 Tls. 125,000	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7½ %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 100
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$30,000	$10,908	$2½ for year ending 30.6.07	10 %	$21 buyers
Central Stores, Limited	50,125	$15	$15	$1,000	$9,178	$1.80 for 1906	...	$12 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$64,975	1252	Final of 13½ making $7½ for 1907	7½ %	196
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	£43,075 $150,000	$36,915	{Final of $3½ making in all $7 for year ending 31.12.07}	7 %	$99 sales
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$217,426	$4,621	70 cents for 1907	7 %	$10 buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	$50,000 none	1653	$1½ for 1907	6⅔ %	$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{Tls. 1,523,045 Tls. 170,000}	Tls. 107,517	{Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907}	7 %	Tls. 113½ sellers
West Point Building Company, Limited	12,500	$50	$50	none	$1,541	{Final of $2.10 making in all $4.10 for year ending 31.12.07}	8⅛ %	$48 sa. and b.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,807	Tls. 2½ for year ended 31.10.1907	4⅓ %	Tls. 58 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 23,276 $60,000	$14,269	50 cents for year ending 31.7.07	4⅛ %	$10½ buyers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 55
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	none	Tls. 8 for 1906	...	Tls. 75
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	...	Tls. 260 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/3 per share for 1906	9 %	$7½
China-Borneo Company, Limited	60,000	$12	$12	$25,000	Nil.	$1.20 for 1907	11 %	$10½ buyers
China Light and Power Company, Limited	50,000	$10	$10					
Do. Do. special shares	* 50,000	$1	$1	none	$25,000	60 cents for year ended 28.2.06	...	$6
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$120,000	$3,593	80 cents for 1907	9 %	$9 sales and b.
Dairy Farm Company, Limited	25,000	$7½	$6	$60,000				
Green Island Cement Company, Limited	400,000	$10	$10	$5,000 $12,000	$2,974	$1.30 for year ending 31.7.07	6½ %	$20
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$5,078	Final of 75 cents making in all $1½ for 1907	11⅓ %	$10½
Hongkong Electric Company, Limited	60,000	$10	$10	none	$15,002	$2½ for year ending 28.2.07	9⅓ %	$23
Hongkong Ice Company, Limited	5,000	$25	$25	$120,000	$9,321	$1 and bonus 20 cts. for year ending 29.2.08	7⅛ %	$15½ b. ex div.
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$100,000	$4,578	Final of $15 making in all $19 for 1907	8⅓ %	$225 sales
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	8,191	Final of $1.20 making in all $2 for 1907	6 %	$33
Peak Tramways Company, Limited	25,000	$10	$10	Tls. 27,603	Tls. 17,127	Interim of Tls. 10 for 1st quarter	7 %	Tls. 480 sellers
Peak Tramways Company (new)	50,000	$10	$1	none	$2,655	$1 per sh. for period from 19th Oct. to 30th Apr. '07	7⅛ %	{$13½ buyers $2 buyers
Philippine Company, Limited	75,000	$10	$10		Nil.	None	...	$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7½ for 1907	7 %	Tls. 108 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{Tls. 24,820 Tls. 75,000}	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	15½ %	Tls. 90 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 190,000	Tls. 58,331	Final of 37/6 making 52/6 for 1907	...	Tls. 360
South China Morning Post, Limited	6,000	$25	$25	none	Or. $41,934	None	...	$23 buyers
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$478	40 cents for year ending 31.5.07	6⅔ %	$6 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{Tls. 15,295 Tls. 4,000}	Tls. 201	Tls. 6½ for year ending 30.4.07	...	Tls. 97 sellers
Union Waterboat Company, Limited	50,000	$10	$10	none	$111	50 cents for 1907	4⅓ %	$12 sales
United Asbestos Oriental Agency, Limited	10,000	$10	$4	$35,000	$1,360	{80 cents on 9,900 ord. shares and $19.80 on 100 Founders shares for yr. end. 31.5.07}	6⅓ %	$13
Watson, (A. S.) & Co., Limited	90,000	$10	$10	{$300,000 $25,000}	$8,482	Interim of 50 cents for account 1907	6⅓ %	$10 buyers
William Powell, Limited	15,000	$10	$10	none	$41	{Final of 30 cts. making 80 cts. for the year ended 30th June, 1906}	...	$5 buyers

* These shares are entitled to half of the profits.

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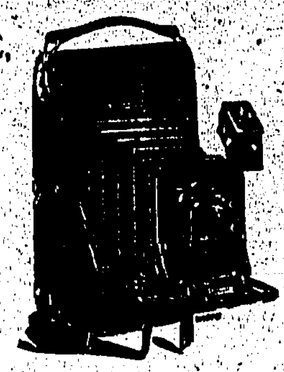

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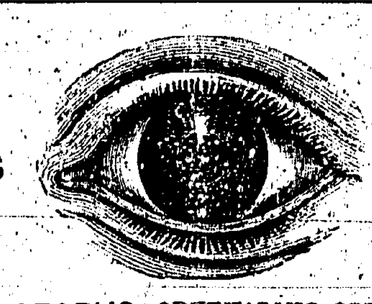
EYES  RIGHT!

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